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

PROPOSAL

DATE AND TIME OF BID OPENING: **Dec 15, 2026 AT 02:00 PM**

CONTRACT ID	C205231
WBS	39001.3.3

FEDERAL-AID NO.	STATE FUNDED
COUNTY	CUMBERLAND
T.I.P NO.	U-3422B
MILES	1.732
ROUTE NO.	SR-1003
LOCATION	SR-1003 (CAMDEN RD) FROM WEST OF SR-1112 (ROCKFISH RD) TO SR-1596 (HOPE MILLS RD).

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND SIGNALS.

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 $40,000 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. NOTWITHSTANDING THESE LIMITATIONS ON BIDDING, THE BIDDER WHO IS AWARDED ANY FEDERAL - AID FUNDED PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING.

BIDS WILL BE RECEIVED AS SHOWN BELOW:

THIS IS A ROADWAY PROPOSAL

5% BID BOND OR BID DEPOSIT REQUIRED

PROPOSAL FOR THE CONSTRUCTION OF

CONTRACT No. C205231 IN CUMBERLAND COUNTY, NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION,

RALEIGH, NORTH CAROLINA

The Bidder has carefully examined the location of the proposed work to be known as Contract No. **C205231** has carefully examined the plans and specifications, which are acknowledged to be part of the proposal, the special provisions, the proposal, the form of contract, and the forms of contract payment bond and contract performance bond; and thoroughly understands the stipulations, requirements and provisions. The undersigned bidder agrees to bound upon his execution of the bid and subsequent award to him by the Board of Transportation in accordance with this proposal to provide the necessary contract payment bond and contract performance bond within fourteen days after the written notice of award 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 *2024 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 Contract No. **C205231** in **Cumberland 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.

The published volume entitled *North Carolina Department of Transportation, Raleigh, Standard Specifications for Roads and Structures, January 2024* 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 Contract Officer 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 Contract Officer.

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 an 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.

Accompanying this bid is a bid bond secured by a corporate surety, or certified check payable to the order of the Department of Transportation, for five percent of the total bid price, which deposit is to be forfeited as liquidated damages in case this bid is accepted and the Bidder shall fail to provide the required payment and performance bonds with the Department of Transportation, under the condition of this proposal, within 14 calendar days after the written notice of award is received by him, as provided in the *Standard Specifications*; otherwise said deposit will be returned to the Bidder.



State Contract Officer

Signed by:
Jonathan H. Weathersbee
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11/17/2026

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PROJECT SPECIAL PROVISIONS

GENERAL

AWARD OF CONTRACT:
(1-16-18)(Rev. 5-28-24) 103 SP1 G01

Revise the *Standard Specifications* as follows:

Page 1-24, Subarticle 103-4(A) General, first paragraph, replace the 3rd and 4th sentences with the following:

Where award is to be made, the notice of award will be issued within 60 days after the opening of bids or upon issuance of any necessary debt instrument, whichever is later, but not to exceed 120 days; except with the consent of the lowest responsible bidder the decision to award the contract to such bidder may be delayed for as long a time as may be agreed upon by the Department and such bidder. In the absence of such agreement, the lowest responsible bidder may withdraw his bid at the expiration of 120 days without penalty if no notice of award has been issued.

HAUL ROADS:
(7-16-24) 105 SP1 G04

Revise the *Standard Specifications* as follows:

Page 1-45, Article 105-15 RESTRICTION OF LOAD LIMITS, line 31, add the following after second sentence of the second paragraph:

At least 30 days prior to use, the Contractor shall notify the Engineer of any public road proposed for use as a haul road for the project.

CONTRACT TIME AND LIQUIDATED DAMAGES:
(8-15-00) (Rev. 5-16-23) 108 SP1 G08 A

The date of availability for this contract is **May 17, 2027**, except that work in jurisdictional waters and wetlands shall not begin until a meeting between the DOT, Regulatory Agencies, and the Contractor is held as stipulated in the permits contained elsewhere in this proposal. This delay in availability has been considered in determining the contract time for this project.

The completion date for this contract is **January 28, 2031**.

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 Hundred Dollars ($ 200.00)** per calendar day. These liquidated damages will not be cumulative with any liquidated damages which may become chargeable under Intermediate Contract Time Number 1.

INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAGES:
(7-1-95) (Rev. 2-21-12) 108 SP1 G13 A

Except for that work required under the Project Special Provisions entitled *Planting, Reforestation* and/or *Permanent Vegetation Establishment*, included elsewhere in this proposal, the Contractor will be required to complete all work included in this contract and shall place and maintain traffic on same.

The date of availability for this intermediate contract time is **May 17, 2027**.

The completion date for this intermediate contract time is **August 1, 2030**.

The liquidated damages for this intermediate contract time are **Three Thousand Seven Hundred Dollars ($ 3,700.00)** per calendar day.

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

INTERMEDIATE CONTRACT TIME NUMBER 2 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 **Camden Road, Rockfish Road, or Hope Mils Road** during the following time restrictions:

DAY AND TIME RESTRICTIONS

Monday thru Friday, 6:00 AM to 9:00 AM and 3:30 PM to 7:00 PM

In addition, the Contractor shall not close or narrow a lane of traffic on **Camden Road**, **Rockfish Road, or Hope Mils Road** 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 AM** December 31st and **7:00 PM** January 2nd. If New Year's Day is on a Friday, Saturday, Sunday or Monday, then until **7:00 PM** the following Tuesday.

3. For **Easter**, between the hours of **6:00 AM** Thursday and **7:00 PM** Monday.

4. For **Memorial Day**, between the hours of **6:00 AM** Friday and **7:00 PM** Tuesday.

5. For **Independence Day**, between the hours of **6:00 AM** the day before Independence Day and **7:00 PM** the day after Independence Day.

   If **Independence Day** is on a Friday, Saturday, Sunday or Monday, then between the hours of **6:00 AM** the Thursday before Independence Day and **7:00 PM** the Tuesday after Independence Day.

6. For **Labor Day**, between the hours of **6:00 AM** Friday and **7:00 PM** Tuesday.

7. For **Thanksgiving Day**, between the hours of **6:00 AM** Tuesday and **7:00 PM** Monday.

8. For **Christmas**, between the hours of **6:00 AM** the Friday before the week of Christmas Day and **7:00 PM** 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 **Five Hundred Dollars ($ 500.00)** per fifteen **(15)** minute time period.

INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES:
(2-20-07) (Rev. 6-18-13) 108 SP1 G14 H

The Contractor shall complete the work required of **Phase 1, Step #2 thru Step #5** as shown on Sheet **TMP-3** and shall place and maintain traffic on same.

The date of availability for this intermediate contract time is the date the Contractor elects to begin the work.

The completion date for this intermediate contract time is the date which is **thirty (30)** consecutive calendar days after and including the date the Contractor begins this work.

The liquidated damages are **Two Hundred Fifty Dollars ($ 250.00)** per calendar day.

PERMANENT VEGETATION ESTABLISHMENT:
(2-16-12)(Rev. 1-16-24) 104 SP1 G16

Establish a permanent stand of the vegetation mixture shown in the contract. During the period between initial vegetation planting and final project acceptance, perform all work necessary to establish permanent vegetation on all erodible areas within the project limits, as well as, in borrow and waste pits. This work shall include erosion control device maintenance and installation, repair seeding and mulching, supplemental seeding and mulching, mowing, and fertilizer topdressing, as directed. All work shall be performed in accordance with the applicable section of the *Standard Specifications*. All work required for initial vegetation planting shall be performed as a part of the work necessary for the completion and acceptance of the Intermediate Contract Time (ICT). Between the time of ICT and Final Project acceptance, or otherwise referred to as the vegetation establishment period, the Department will be responsible for preparing the required National Pollutant Discharge Elimination System (NPDES) inspection records.

Once the Engineer has determined that the permanent vegetation establishment requirement has been achieved at an 80% vegetation density (the amount of established vegetation per given area to stabilize the soil) and no erodible areas exist within the project limits, the Contractor will be notified to remove the remaining erosion control devices that are no longer needed. The Contractor will be responsible for, and shall correct any areas disturbed by operations performed in permanent vegetation establishment and the removal of temporary erosion control measures, whether occurring prior to or after placing traffic on the project.

Payment for *Response for Erosion Control*, *Seeding and Mulching*, *Repair Seeding*, *Supplemental Seeding, Mowing, Fertilizer Topdressing, Silt Excavation*, and *Stone for Erosion Control* will be made at contract unit prices for the affected items. Work required that is not represented by contract line items will be paid in accordance with Articles 104-7 or 104-3 of the *Standard Specifications*. No additional compensation will be made for maintenance and removal of temporary erosion control items.

MAJOR CONTRACT ITEMS:
(2-19-02)(Rev. 1-16-24) 104 SP1 G28

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

Line #	Description
37	Asphalt Conc Base Course, Type B25.0C
38	Asphalt Conc Intermediate Course, Type I19.0C
40	Asphalt Conc Surface Course, Type S9.5C
120	16" Water Line

SPECIALTY ITEMS:
(7-1-95)(Rev. 1-16-24) 108-6 SP1 G37

Items listed below will be the specialty items for this contract (see Article 108-6 of the *Standard Specifications*).

Line #	**Description**
73-75	Guardrail
79-84	Signing
100-105	Long-Life Pavement Markings
115	Permanent Pavement Markers
116-160	Utility Construction
161-187, 189-191	Erosion Control
188	Reforestation
192-220	Signals/ITS System

FUEL PRICE ADJUSTMENT:
(11-15-05)(Rev. 1-16-24) 109-8 SP1 G43

Page 1-82, Article 109-8, FUEL PRICE ADJUSTMENTS, add the following:

The base index price for DIESEL #2 FUEL is **$ 5.1018** 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:

Description	**Units**	**Fuel Usage Factor Diesel**
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
Sub-Ballast	Gal/Ton	0.55
Erosion Control Stone	Gal/Ton	0.55
Rip Rap, Class _____	Gal/Ton	0.55
Asphalt Concrete Base Course, Type ____	Gal/Ton	0.90 or 2.90
Asphalt Concrete Intermediate Course, Type ____	Gal/Ton	0.90 or 2.90
Asphalt Concrete Surface Course, Type ____	Gal/Ton	0.90 or 2.90
Open-Graded Asphalt Friction Course	Gal/Ton	0.90 or 2.90
Permeable Asphalt Drainage Course, Type ____	Gal/Ton	0.90 or 2.90
Sand Asphalt Surface Course, Type ____	Gal/Ton	0.90 or 2.90
Ultra-thin Bonded Wearing Course	Gal/Ton	0.90 or 2.90
Aggregate for Cement Treated Base Course	Gal/Ton	0.55
Portland Cement for Cement Treated Base Course	Gal/Ton	0.55
> 11" Portland Cement Concrete Pavement	Gal/SY	0.327
Concrete Shoulders Adjacent to > 11” Pavement	Gal/SY	0.327
9” to 11" Portland Cement Concrete Pavement	Gal/SY	0.272
Concrete Shoulders Adjacent to 9” to 11” Pavement	Gal/SY	0.272
< 9” Portland Cement Concrete Pavement	Gal/SY	0.245
Concrete Shoulders Adjacent to < 9” Pavement	Gal/SY	0.245

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:

https://connect.ncdot.gov/letting/LetCentral/Fuel%20Usage%20Factor%20Adjustment%20Form%20-%20%20Starting%20Nov%202022%20Lettings.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.

STEEL PRICE ADJUSTMENT:
(4-19-22)(Rev. 12-20-22) 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%20Bid%20Items%20for%20Steel%20Price%20Adjustment.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 material 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 (State Contract Officer or Division Contract Engineer) along with the payment bonds, performance bonds and contract execution signature sheets in a single submittal. If Form SPA-1 is not included in the same submittal as the payment bonds, performance bonds and contract execution signature sheets, the Contractor will not be eligible for any steel price adjustment for any item in the contract for the life of the contract. Form SPA-1 can be found on the Department's 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. Should the bidder elect an eligible steel price item, the entire quantity of the line item will be subject to the price adjustment for the duration of the Contract. The Bidder's designations on Form SPA-1 must be written in ink or typed and signed by the Bidder (Prime Contractor) 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 **$ 48.63** per hundredweight.
The bidding index for Category 2 Steel items is **$ 76.54** per hundredweight.
The bidding index for Category 3 Steel items is **$ 83.61** per hundredweight.
The bidding index for Category 4 Steel items is **$ 64.56** per hundredweight.
The bidding index for Category 5 Steel items is **$ 65.81** per hundredweight.
The bidding index for Category 6 Steel items is **$ 91.91** per hundredweight.
The bidding index for Category 7 Steel items is **$ 51.59** per hundredweight.

The bidding index represents a selling price of steel based on Fastmarkets data for the month of **October 2026**.

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 Items and Pipe Piles	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

* BI and MI are in converted units of Dollars per Hundredweight ($/CWT)
** 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.

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.

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 SPA-2**

Steel Price Adjustment Submission Form

Contract Number C203394 Bid Reference Month January 2019

Submittal Date 8/31/2019

Contract Line Item 237

Line Item Description APPROX….LBS Structural Steel

Sequential Submittal Number 2

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 _____

Examples **Form SPA-2**

Steel Price Adjustment Submission Form

Contract Number C203394 Bid Reference Month January 2019

Submittal Date August 31, 2019

Contract Line Item 237

Line Item Description SUPPORT, OVRHD SIGN STR -DFEB – STA 36+00

Sequential Submittal Number 2

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

Q = 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

Q = 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-

PAYOUT SCHEDULE:
(1-19-10) (Rev. 1-17-12) 108 SP1 G57

Submit an Anticipated Monthly Payout Schedule prior to beginning construction. The Anticipated Monthly Payout Schedule will be used by the Department to monitor funding levels for this project. Include a monthly percentage breakdown (in terms of the total contract amount) of the work anticipated to be completed. The schedule should begin with the date the Contractor plans to begin construction and end with the anticipated completion date. Submit updates of the Anticipated Monthly Payout Schedule on March 15, June 15, September 15, and December 15 of each calendar year until project acceptance. Submit the original Anticipated Monthly Payout Schedule and all subsequent updates to the Resident Engineer with a copy to the State Construction Engineer at 1 South Wilmington Street, 1543 Mail Service Center, Raleigh, NC 27699-1543.

SCHEDULE OF ESTIMATED COMPLETION PROGRESS:
(7-15-08)(Rev. 6-16-26) 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)
2027 (7/01/26 - 6/30/27)	**6**% of Total Amount Bid
2028 (7/01/27 - 6/30/28)	**38**% of Total Amount Bid
2029 (7/01/28 - 6/30/29)	**33**% of Total Amount Bid
2030 (7/01/29 - 6/30/30)	**21**% of Total Amount Bid
2031 (7/01/30 - 6/30/31)	**2**% of Total Amount Bid

The Contractor shall also furnish his own progress schedule in accordance with Article 108-2 of the *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.

MINORITY BUSINESS ENTERPRISE AND WOMEN BUSINESS ENTERPRISE:
(10-16-07)(Rev. 10-21-25) 102-15(J) SP1 G66

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 the Combined MBE /WBE Goal. No submittal of a Letter of Intent is required.

Combined MBE/WBE Goal: A portion of the total contract, expressed as a percentage that is to be performed by committed MBE/WBE subcontractors.

Committed MBE/WBE Subcontractor - Any MBE/WBE submitted at the time of bid that is being used to meet the Combined MBE /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 Goal Requirement - The approved participation at time of award, but not greater than the advertised Combined MBE/WBE contract goal.

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

Manufacturer - A firm that owns (or leases) and operates or maintains a factory or establishment that produces on the premises, the materials or supplies obtained by the Contractor. A firm that makes minor modifications to the materials, supplies, articles, or equipment is not a manufacturer.

MBE Participation (Anticipated) - A portion of the total contract, expressed as a percentage that is anticipated 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 (or leases), and operates a store, warehouse, or other establishment in which the materials or supplies required for the performance of the contract are bought, kept in sufficient quantities, 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, concrete or concrete products, gravel, stone, asphalt and petroleum products need not keep such products in stock, if it owns and operates distribution equipment for the products. Any supplement of regular dealers' own distribution equipment shall be by a long-term operating lease and not on an ad hoc or contract-by-contract basis.

Distributor – A firm that engages in the regular sale or lease of the items specified by the contract. A distributor assumes responsibility for the items it purchases once they leave the point of origin (e.g., a manufacturer's facility), making it liable for any loss or damage not covered by the carrier's insurance.

Replacement / Substitution – A full or partial reduction in the amount of work subcontracted to a committed (or an approved substitute) MBE/WBE firm.

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 Participation (Anticipated) - A portion of the total contract, expressed as a percentage, that is anticipated 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. https://connect.ncdot.gov/business/Turnpike/Documents/Form%20DBE-IS%20Subcontractor%20Payment%20Information.pdf

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

SAF *Subcontract Approval Form* - Form required for approval to sublet the contract. https://connect.ncdot.gov/projects/construction/Construction%20Forms/SAF%20Form%20-%20Subcontract%20Approval%20Form%20Revised%2004-19.xlsm

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 estimated amount (based on quantities and unit prices) 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 the Combined MBE/WBE goal. This form is for paper bids only. http://connect.ncdot.gov/municipalities/Bid%20Proposals%20for%20LGA%20Content/09%20MBE-WBE%20Subcontractors%20(State).docx

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

DBE Regular Dealer/Distributor Affirmation Form – Form is used to make a preliminary counting determination for each DBE listed as a regular dealer or distributor to assess its eligibility for 60 or 40 percent credit, respectively of the cost of materials or supplies based on its demonstrated capacity and intent to perform as a regular dealer or distributor, as defined in section 49 CFR 26.55 under the contract at issue. A Contractor will submit the completed form with the Letter of Intent.
https://connect.ncdot.gov/projects/construction/Construction%20Forms/DBE%20Regular%20Dealer-Distributor%20Affirmation%20Form%20-%20USDOT%202024.pdf

Combined MBE/WBE Goal

There is NO MBE/WBE Goal for this project.

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 Combined MBE/WBE Goal. The Directory can be found at the following link.

https://www.ebs.nc.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 Combined MBE/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 above the goal will follow the banking guidelines found elsewhere in this provision. All other additional MBE/WBE subcontractor participation submitted at the time of bid will be used toward the Department's 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:

(A) Electronic Bids

Bidders shall submit a listing of MBE and WBE participation in the appropriate section of the electronic submittal file.

(1) Submit the names and addresses of MBE and WBE firms identified to participate in the contract. If the bidder uses the updated listing of MBE and WBE firms

shown in the electronic submittal file, the bidder may use the dropdown menu to access the name and address of the firms.

(2) Submit the contract line numbers of work to be performed by each MBE and WBE firm. When no figures or firms are entered, the bidder will be considered to have no MBE or WBE participation.

(3) The bidder shall be responsible for ensuring that the MBE and WBE are 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 Combined MBE/WBE goal.

(B) Paper Bids

(1) *If the Combined MBE/WBE Goal is more than zero,*

(a) 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.

(b) 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. **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.

(c) 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 Combined MBE/WBE Goal.

(2) *If the Combined MBE/WBE Goal is zero,* entries on the *Listing of MBE and WBE Subcontractors* are not required for the zero goal, however any MBE or WBE participation that is achieved during the project shall be reported in accordance with requirements contained elsewhere in the special provision.

MBE or WBE Prime Contractor

When a certified MBE or WBE firm bids on a contract that contains a Combined MBE/WBE goal, the firm is responsible for meeting the goal or making good faith efforts to meet the goal, just like any other bidder. In most cases, a MBE or WBE bidder on a contract will meet the

Combined MBE/WBE Goal 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 goal.

MBE/WBE prime contractors shall also follow Sections A and B listed under *Listing of MBE/WBE Subcontractor* 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 Combined MBE/WBE Goal 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 State Contractor Utilization Engineer or at DBE@ncdot.gov no later than 10:00 a.m. of the sixth calendar day following opening of bids, unless the sixth day falls on an official state holiday. In that situation, it is due in the office of the State Contractor Utilization Engineer no later than 10:00 a.m. 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 Combined MBE/WBE Goal, or if the form is incomplete (i.e. both signatures are not present), the MBE/WBE participation will not count toward meeting the Combined MBE/WBE Goal. If the lack of this participation drops the commitment below the Combined MBE/WBE Goal, the Contractor shall submit evidence of good faith efforts for the goal, completed in its entirety, to the State Contractor Utilization Engineer or DBE@ncdot.gov no later than 10:00 a.m. on the eighth calendar day following opening of bids, unless the eighth day falls on an official state holiday. In that situation, it is due in the office of the State Contractor Utilization Engineer no later than 10:00 a.m. on the next official state business day.

Banking MBE/WBE Credit

If the bid of the lowest responsive bidder exceeds $500,000 and if the committed MBE/WBE participation submitted exceeds the algebraic sum of the Combined MBE /WBE Goal by $1,000 or more, the excess will be placed on deposit by the Department for future use by the bidder. Separate accounts will be maintained for MBE and WBE participation and these may accumulate for a period not to exceed 24 months.

When the apparent lowest responsive bidder fails to submit sufficient participation by MBE and WBE firms to meet the advertised goal, as part of the good faith effort, the Department will consider allowing the bidder to withdraw funds to meet the Combined MBE/WBE Goal as long as there are adequate funds available from the bidder's MBE and WBE bank accounts.

Submission of Good Faith Effort

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

A hard copy and an electronic copy of this information shall be received in the office of the State Contractor Utilization Engineer or at DBE@ncdot.gov no later than 10:00 a.m. on the sixth calendar day following opening of bids unless the sixth day falls on an official state holiday. In that situation, it would be due in the office of the State Contractor Utilization Engineer no later than 10:00 a.m. on the next official state business day. If the Contractor cannot send the information electronically, then one complete set and 5 copies of this information shall be received under the same time constraints above.

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 a Combined MBE/WBE Goal 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 that are also prequalified subcontractors. 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 Combined MBE/WBE Goal 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 advertised goal when the work to be sublet includes potential for MBE/WBE participation (2nd and 3rd tier subcontractors).

(C) Providing interested certified MBEs/WBEs that are also prequalified subcontractors 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 the advertised goal 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 goal, 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 the Business Opportunity and Work Force Development Unit at BOWD@ncdot.gov 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 advertised 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 Combined MBE/WBE Goal.

(2) The bidders' past performance in meeting the contract goal.

(3) The performance of other bidders in meeting the advertised goal. For example, when the apparent successful bidder fails to meet the goal, but others meet it, you may reasonably raise the question of whether, with additional reasonable efforts the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the advertised goal, 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 Combined MBE/WBE Goal can be met or that an adequate good faith effort has been made to meet the advertised goal.

Non-Good Faith Appeal

The State Prequalification 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 State Prequalification 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 the Combined MBE/WBE Goal

(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 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 anticipated MBE participation. The same holds true for work that a WBE subcontracts to another WBE firm. Work that a MBE/WBE subcontracts to a non-MBE/WBE firm does not count toward the contract goal requirement. 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 MBE or WBE participation breakdown. 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 firms and there is no interest or availability, and they can get assistance from other certified firms, the Engineer will not hold the prime responsible for meeting the individual MBE or WBE breakdown. 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.

(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) Manufacturer, Regular Dealer, Distributor

A Contractor may count toward its MBE/WBE requirement 40 percent of its expenditures for materials or supplies (including transportation costs) from a MBE/WBE distributor, 60 percent of its expenditures for materials or supplies (including transportation costs) from a MBE/WBE regular dealer and 100 percent of such expenditures obtained from a MBE/WBE manufacturer.

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

(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, regular dealer, nor a distributor count the entire amount of fees or commissions charged that the Department deems to be reasonable, including transportation charges for the delivery of materials or supplies. Do not count any portion of the cost of the materials and supplies themselves.

A Contractor will submit a completed *DBE Regular Dealer/Distributor Affirmation Form* with the Letter of Intent to the State Contractor Utilization Engineer or DBE@ncdot.gov. The State Contractor Utilization Engineer will make a preliminary assessment as to whether a MBE/WBE supplier has the demonstrated capacity to perform a commercially useful function (CUF) on a contract-by-contract basis *prior* to its participation.

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 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 performing and the MBE/WBE credit claimed for its performance of the work, and any other relevant factors. If it is determined that a MBE or WBE is not performing a Commercially Useful Function, the contractor may present evidence to rebut this presumption to the Department.

(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 Combined MBE/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 participation breakdown. 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 responsible for meeting the individual MBE or WBE participation breakdown.

(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 subcontractor (or an approved substitute MBE or WBE subcontractor) to meet all or part of a contract goal requirement, the contractor shall not terminate the MBE/WBE subcontractor or any portion of its work 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.

The Contractor must give notice in writing both by certified mail and email to the MBE/WBE subcontractor, with a copy to the Engineer of its intent to request to terminate a MBE/WBE subcontractor or any portion of its work, and the reason for the request. The Contractor must give the MBE/WBE subcontractor five (5) business days to respond to the Contractor's Notice of Intent to Request Termination and/or Substitution. If the MBE/WBE subcontractor objects to the intended termination/substitution, the MBE/WBE, within five (5) business days must advise the Contractor and the Department of the reasons why the action should not be approved. The five-day notice period shall begin on the next business day after written notice is provided to the MBE/WBE subcontractor.

A committed MBE/WBE subcontractor may only be terminated or any portion of its work after receiving the Department's written approval based upon a finding of good cause for the proposed termination and/or substitution. Good cause does not exist if the Contractor seeks to terminate a MBE/WBE or any portion of its work that it relied upon to obtain the contract so that the Contractor can self-perform the work for which the MBE/WBE was engaged, or so that the Contractor can substitute another MBE/WBE or non- MBE/WBE contractor after contract award. For purposes of this section, good cause shall include the following circumstances:

(a) The listed MBE/WBE subcontractor fails or refuses to execute a written contract;
(b) The listed MBE/WBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the MBE/WBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;
(c) The listed MBE/WBE subcontractor fails or refuses to meet the prime contractor's reasonable, nondiscriminatory bond requirements;
(d) The listed MBE/WBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
(e) The listed MBE/WBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant to 2 CFR parts 180, 215 and 1200 or applicable State law;
(f) The listed MBE/WBE subcontractor is not a responsible contractor;
(g) The listed MBE/WBE voluntarily withdraws from the project and provides written notice of withdrawal;
(h) The listed MBE/WBE is ineligible to receive MBE/WBE credit for the type of work required;
(i) A MBE/WBE owner dies or becomes disabled with the result that the listed MBE/WBE contractor is unable to complete its work on the contract; and

(j) Other documented good cause that compels the termination of the MBE/WBE subcontractor.

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

(A) Performance Related Replacement

When a committed MBE/WBE is terminated for good cause as stated above, an additional MBE/WBE that was submitted at the time of bid may be used to fulfill the MBE/WBE commitment to meet the Combined MBE/WBE Goal. A good faith effort will only be required for removing a committed MBE/WBE if there were no additional MBE/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 MBE/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 MBE/WBEs for specific subbids including, at a minimum:

(a) The names, addresses, and telephone numbers of MBE/WBEs who were contacted.
(b) A description of the information provided to MBE/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 MBE/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 but not the overall goal.

(i) If the MBE/WBE's ineligibility is caused solely by its having exceeded the size standard during the performance of the contract. The Department may

continue to count participation equal to the remaining work performed by the decertified firm which will count toward the contract goal requirement and overall goal.

(ii) If the MBE/WBE's ineligibility is caused solely by its acquisition by or merger with a non- MBE/WBE during the performance of the contract. The Department may not continue to count the portion of the decertified firm's performance on the contract remaining toward either the contract goal or the overall goal, even if the Contractor has executed a subcontract with the firm or the Department has executed a prime contract with the MBE/WBE that was later decertified.

(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 MBE/WBE subcontractor to perform at least the same amount of work to meet the Combined 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).

All requests for replacement of a committed MBE/WBE firm shall be submitted to the Engineer for approval on Form RF-1 *(DBE 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.

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/ 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 work on future DOT 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 through the Department's Payment Tracking System.

Failure to Meet Contract Requirements

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

RESTRICTIONS ON ITS EQUIPMENT AND SERVICES:
(11-17-20) SP01 G090

All telecommunications, video or other ITS equipment or services installed or utilized on this project must be in conformance with UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS **2 CFR, § 200.216 Prohibition on certain telecommunications and video surveillance services or equipment.**

USE OF UNMANNED AIRCRAFT SYSTEM (UAS):
(8-20-19)(Rev. 12-15-26) SP1 G092

The Contractor shall adhere to all Federal, State and Local regulations and guidelines for the use of Unmanned Aircraft Systems (UAS). This includes but is not limited to US 14 CFR Part 107, NC GS 15A-300, American Security Drone Act of 2023 (ASDA), Office of Management and Budget (OMB) Memorandum M-26-02, FHWA UAS Policy No. FHWA-HIF-26-011, all FAA rules, regulations and policies and all NCDOT UAS Policies. The required operator certifications include possessing a current Federal Aviation Administration (FAA) Remote Pilot Certificate, as well as operating a UAS registered with the FAA.

All UAS operations shall be approved by the Engineer prior to beginning the operations. The Contractor shall provide, upon request, documentation of the manufacturer and supply chain provenance for all UAS used on the project.

All contractors or subcontractors operating UAS shall have UAS specific general liability insurance to cover all operations under this contract.

The use of UAS is at the Contractor's discretion. No measurement or payment will be made for the use of UAS. In the event that the Department directs the Contractor to utilize UAS, payment will be in accordance with Article 104-7 Extra Work.

EQUIPMENT IDLING GUIDELINES:
(1-19-21) 107 SP1 G096

Exercise reduced fuel consumption and reduced equipment emissions during the construction of all work associated with this contract. Employees engaged in the construction of this project should turn off vehicles when stopped for more than thirty (30) minutes and off-highway equipment should idle no longer than fifteen (15) consecutive minutes.

These guidelines for turning off vehicles and equipment when idling do not apply to:

1. Idling when queuing.
2. Idling to verify the vehicle is in safe operating condition.
3. Idling for testing, servicing, repairing or diagnostic purposes.
4. Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane, mixing concrete, etc.).
5. Idling required to bring the machine system to operating temperature.
6. Emergency vehicles, utility company, construction, and maintenance vehicles where the engines must run to perform needed work.
7. Idling to ensure safe operation of the vehicle.
8. Idling when the propulsion engine is providing auxiliary power for other than heating or air conditioning. (such as hydraulic systems for pavers)
9. When specific traffic, safety, or emergency situations arise.
10. If the ambient temperature is less than 32 degrees Fahrenheit. Limited idling to provide for the safety of vehicle occupants (e.g. to run the heater).
11. If the ambient temperature is greater than 90 degrees Fahrenheit. Limited idling to provide for the safety of vehicle occupants of off-highway equipment (e.g. to run the air conditioning) no more than 30 minutes.
12. Diesel powered vehicles may idle for up to 30 minutes to minimize restart problems.

Any vehicle, truck, or equipment in which the primary source of fuel is natural gas or electricity is exempt from the idling limitations set forth in this special provision.

SUBSURFACE INFORMATION:
(7-1-95)(Rev. 8-16-22) 450 SP1 G112 A

Subsurface information is available on the roadway portion of this project.

MAINTENANCE OF THE PROJECT:
(11-20-07)(Rev. 1-16-24) 104-10 SP1 G125

Revise the *Standard Specifications* as follows:

Page 1-35, Article 104-10 Maintenance of the Project, line 3, add the following after the first sentence of the first paragraph:

All guardrail/guiderail within the project limits shall be included in this maintenance.

Page 1-35, Article 104-10 MAINTENANCE OF THE PROJECT, line 8, add the following as the last sentence of the first paragraph:

The Contractor shall perform weekly inspections of guardrail and guiderail and shall report damages to the Engineer on the same day of the weekly inspection. *Where damaged guardrail or guiderail is repaired or replaced as a result of maintaining the project in* accordance with this article, such repair or replacement shall be performed within 7 consecutive calendar days of such inspection report.

Page 1-35, Article 104-10 MAINTENANCE OF THE PROJECT, lines 20-22, replace the last sentence of the last paragraph with the following:

The Contractor will not be directly compensated for any maintenance operations necessary, except for maintenance of guardrail/guiderail, as this work will be considered incidental to the work covered by the various contract items. The provisions of Article 104-7, Extra Work, and Article 104-8, Compensation and Record Keeping will apply to authorized maintenance of guardrail/guiderail. Performance of weekly inspections of guardrail/guiderail, and the damage reports required as described above, will be considered to be an incidental part of the work being paid for by the various contract items.

COOPERATION BETWEEN CONTRACTORS:

(7-1-95)(Rev. 1-16-24) 105-7 SP1 G133

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

U-4709 (C204760) is located adjacent to this project. C204760 is currently under construction and not anticipated to be completed prior to the letting of this project.

U-3422A (C204988) is located adjacent to this project. C204988 is currently under construction and not anticipated to be completed prior to the letting of this project.

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.

ELECTRONIC BIDDING:

(8-18-26) 101, 102, 103 SP1 G140

Revise the *Standard Specifications* as follows:

Page 1-4, Article 101-3, DEFINITIONS, BID (OR PROPOSAL) ***Electronic Bid,*** **line 3,** replace “electronic bidding software” with “electronic bidding website”.

Page 1-16, Subarticle 102-8(B), Electronic Bids, lines 13-14, replace “electronic bidding software” with “electronic bidding website”.

Page 1-18, Article 102-10, BID BOND OR BID DEPOSIT, line 43, replace “electronic bidding software” with “electronic bidding website”.

Page 1-18, Article 102-11, DELIVERY OF BIDS, line 47, replace “electronic bidding software” with “electronic bidding website”.

Page 1-25, Subarticle 103-4(B)(2), Electronic Bids, line 20, replace the first paragraph with the following:

This form is located on the electronic submittal website. The bidder shall click on yes or no to indicate whether or not the bidder desires to limit the award, provide the award limit if desiring

to limit the award, and provide the project number and county of the projects associated with the award limit.

BID DOCUMENTATION:

(1-1-02) (Rev.8-20-24) 103 SP1 G142

General

The successful Bidder (Contractor) shall submit the original, unaltered bid documentation or a certified copy of the original, unaltered bid documentation used to prepare the bid for this contract to the Department within 10 days after receipt of notice of award of contract. Such documentation shall be placed in escrow with a banking institution or other bonded document storage facility selected by the Department.

The Department will not execute the contract until the original, unaltered bid documentation or a certified copy of the original, unaltered bid documentation has been received by the Department.

Terms

Bid Documentation - Bid Documentation shall mean all written information, working papers, computer printouts, electronic media, charts, and all other data compilations which contain or reflect information, data, and calculations used by the Bidder in the preparation of the bid. The term *bid documentation* includes, but is not limited to, contractor equipment rates, contractor overhead rates, labor rates, efficiency or productivity factors, arithmetical calculations, and quotations from subcontractors and material suppliers to the extent that such rates and quotations were used by the Bidder in formulating and determining the bid. The term *bid documentation* also includes any manuals, which are standard to the industry used by the Bidder in determining the bid. Such manuals may be included in the bid documentation by reference. Such reference shall include the name and date of the publication and the publisher. *Bid Documentation* does not include bid documents provided by the Department for use by the Bidder in bidding on this project. The Bid Documentation can be in the form of electronic submittal (i.e. thumb drive) or paper. If the Bidder elects to submit the Bid Documentation in electronic format, the Department requires a backup submittal (i.e. a second thumb drive) in case one is corrupted.

Contractor's Representative - Officer of the Contractor's company; if not an officer, the Contractor shall supply a letter signed and notarized by an officer of the Contractor's company, granting permission for the representative to sign the escrow agreement on behalf of the Contractor.

Escrow Agent - Officer of the select banking institution or other bonded document storage facility authorized to receive and release bid documentation.

Escrow Agreement Information

A draft copy of the Escrow Agreement will be mailed to the Bidder after the notice of award for informational purposes. The Bidder and Department will sign the actual Escrow Agreement at the time the bid documentation is delivered to the Escrow Agent.

Failure to Provide Bid Documentation

The Bidder's failure to provide the original, unaltered bid documentation or a certified copy of the original, unaltered bid documentation within 14 days after the notice of award is received may be just cause for rescinding the award of the contract and may result in the removal of the Bidder from the Department's list of qualified bidders for a period of up to 180 days. Award may then be made to the next lowest responsible bidder or the work may be readvertised and constructed under the contract or otherwise, as the Department may decide.

Submittal of Bid Documentation

(A) Appointment – Email specs@ncdot.gov or call 919.707.6900 to schedule an appointment.

(B) Delivery - A representative of the Bidder shall deliver the original, unaltered bid documentation or a certified copy of the original, unaltered bid documentation to the Department, in a container suitable for sealing, within 10 days after the notice of award is received.

(C) Packaging – The container shall be no larger than 15.5 inches in length by 12 inches wide by 11 inches high and shall be water resistant. The container shall be clearly marked on the face and the back of the container with the following information: Bid Documentation, Bidder's Name, Bidder's Address, Date of Escrow Submittal, Contract Number, TIP Number if applicable, and County.

Affidavit

Bid documentation will be considered a certified copy if the Bidder includes an affidavit stating that the enclosed documentation is an EXACT copy of the original documentation used by the Bidder to determine the bid for this project. The affidavit shall also list each bid document with sufficient specificity so a comparison may be made between the list and the bid documentation to ensure that all of the bid documentation listed in the affidavit has been enclosed for escrow. The affidavit shall attest that the affiant has personally examined the bid documentation, that the affidavit lists all of the documents used by the Bidder to determine the bid for this project, and that all bid documentation has been included. The affidavit shall be signed by a chief officer of the company, have the person's name and title typed below the signature, and the signature shall be notarized at the bottom of the affidavit.

Verification

Upon delivery of the bid documentation, the State Contract Officer acting directly or through a duly authorized representative and the Bidder's representative will verify the accuracy and completeness of the bid documentation compared to the affidavit. Should a discrepancy exist, the Bidder's representative shall immediately furnish the State Contract Officer acting directly or through a duly authorized representative with any other needed bid documentation. The State Contract Officer acting directly or through a duly authorized representative upon determining that the bid documentation is complete will, in the presence of the Bidder's representative, immediately place the complete bid documentation and affidavit in the container and seal it.

Both parties will deliver the sealed container to the Escrow Agent for placement in a safety deposit box, vault, or other secure accommodation.

Confidentiality of Bid Documentation

The bid documentation and affidavit in escrow are, and will remain, the property of the Bidder. The Department has no interest in, or right to, the bid documentation and affidavit other than to verify the contents and legibility of the bid documentation unless the Contractor gives written notice of intent to file a claim, files a written claim, files a written and verified claim, or initiates litigation against the Department. In the event of such written notice of intent to file a claim, filing of a written claim, filing a written and verified claim, or initiation of litigation against the Department, or receipt of a letter from the Contractor authorizing release, the bid documentation and affidavit may become the property of the Department for use in considering any claim or in litigation as the Department may deem appropriate.

Any portion or portions of the bid documentation designated by the Bidder as a *trade secret* at the time the bid documentation is delivered to the State Contract Officer acting directly or through a duly authorized representative shall be protected from disclosure as provided by *G.S. 132-1.2*.

Duration and Use

The bid documentation and affidavit shall remain in escrow until 60 calendar days from the time the Contractor receives the final estimate; or until such time as the Contractor:

(A) Gives written notice of intent to file a claim,
(B) Files a written claim,
(C) Files a written and verified claim,
(D) Initiates litigation against the Department related to the contract; or
(E) Authorizes in writing its release.

Upon the giving of written notice of intent to file a claim, filing a written claim, filing a written and verified claim, or the initiation of litigation by the Contractor against the Department, or receipt of a letter from the Contractor authorizing release, the Department may obtain the release and custody of the bid documentation.

The Bidder certifies and agrees that the sealed container placed in escrow contains all of the bid documentation used to determine the bid and that no other bid documentation shall be relevant or material in litigation over claims brought by the Contractor arising out of this contract.

Release of Bid Documentation to the Contractor

If the bid documentation remains in escrow 60 calendar days after the time the Contractor receives the final estimate and the Contractor has not filed a written claim, filed a written and verified claim, or has not initiated litigation against the Department related to the contract, the Department will instruct the Escrow Agent to release the sealed container to the Contractor.

The Contractor will be notified by certified letter from the Escrow Agent that the bid documentation will be released to the Contractor. The Contractor or his representative shall retrieve the bid documentation from the Escrow Agent within 30 days of the receipt of the certified letter. If the Contractor does not receive the documents within 30 days of the receipt of the certified letter, the Department will contact the Contractor to determine final dispersion of the bid documentation.

Payment

The cost of the escrow will be borne by the Department. There will be no separate payment for all costs of compilation of the data, container, or verification of the bid documentation. Payment at the various contract unit or lump sum prices in the contract will be full compensation for all such costs.

TWELVE MONTH GUARANTEE:

(7-15-03) 108 SP1 G145

(A) The Contractor shall guarantee materials and workmanship against latent and patent defects arising from faulty materials, faulty workmanship or negligence for a period of twelve months following the date of final acceptance of the work for maintenance and shall replace such defective materials and workmanship without cost to the Department. The Contractor will not be responsible for damage due to faulty design, normal wear and tear, for negligence on the part of the Department, and/or for use in excess of the design.

(B) Where items of equipment or material carry a manufacturer's guarantee for any period in excess of twelve months, then the manufacturer's guarantee shall apply for that particular piece of equipment or material. The Department's first remedy shall be through the manufacturer although the Contractor is responsible for invoking the warranted repair work with the manufacturer. The Contractor's responsibility shall be limited to the term of the manufacturer's guarantee. NCDOT would be afforded the same warranty as provided by the Manufacturer.

This guarantee provision shall be invoked only for major components of work in which the Contractor would be wholly responsible for under the terms of the contract. Examples would include pavement structures, bridge components, and sign structures. This provision will not be used as a mechanism to force the Contractor to return to the project to make repairs or perform additional work that the Department would normally compensate the Contractor for. In addition, routine maintenance activities (i.e. mowing grass, debris removal, ruts in earth shoulders,) are not parts of this guarantee.

Appropriate provisions of the payment and/or performance bonds shall cover this guarantee for the project.

To ensure uniform application statewide the Division Engineer will forward details regarding the circumstances surrounding any proposed guarantee repairs to the Chief Engineer for review and approval prior to the work being performed.

OUTSOURCING OUTSIDE THE USA:

(9-21-04) (Rev. 5-16-06) SP1 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.

EROSION AND SEDIMENT CONTROL/STORMWATER CERTIFICATION:

(1-16-07) (Rev. 10-15-24) 105-16, 225-2, 16 SP1 G180

General

Schedule and conduct construction activities in a manner that will minimize soil erosion and the resulting sedimentation and turbidity of surface waters. Comply with the requirements herein regardless of whether or not a National Pollution discharge Elimination System (NPDES) permit for the work is required.

Establish a chain of responsibility for operations and subcontractors' operations to ensure that the *Erosion and Sediment Control/Stormwater Pollution Prevention Plan* is implemented and maintained over the life of the contract.

(A) *Certified Supervisor* - Provide a certified Erosion and Sediment Control/Stormwater Supervisor to manage the Contractor and subcontractor operations, insure compliance with Federal, State and Local ordinances and regulations, and manage the Quality Control Program.

(B) *Certified Foreman* - Provide a certified, trained foreman for each construction operation that increases the potential for soil erosion or the possible sedimentation and turbidity of surface waters.

(C) *Certified Installer* - Provide a certified installer to install or direct the installation for erosion or sediment/stormwater control practices.

(D) *Certified Designer* - Provide a certified designer for the design of the erosion and sediment control/stormwater component of reclamation plans and, if applicable, for the design of the project erosion and sediment control/stormwater plan.

Roles and Responsibilities

(A) *Certified Erosion and Sediment Control/Stormwater Supervisor* - The Certified Supervisor shall be Level II and responsible for ensuring the erosion and sediment control/stormwater plan is adequately implemented and maintained on the project and for conducting the quality control program. The Certified Supervisor shall be on the project

within 24 hours notice from initial exposure of an erodible surface to the project's final acceptance. Perform the following duties:

(1) Manage Operations - Coordinate and schedule the work of subcontractors so that erosion and sediment control/stormwater measures are fully executed for each operation and in a timely manner over the duration of the contract.

(a) Oversee the work of subcontractors so that appropriate erosion and sediment control/stormwater preventive measures are conformed to at each stage of the work.
(b) Prepare the required National Pollutant Discharge Elimination System (NPDES) Inspection Record and submit to the Engineer.
(c) Attend all weekly or monthly construction meetings to discuss the findings of the NPDES inspection and other related issues.
(d) Implement the erosion and sediment control/stormwater site plans requested.
(e) Provide any needed erosion and sediment control/stormwater practices for the Contractor's temporary work not shown on the plans, such as, but not limited to work platforms, temporary construction, pumping operations, plant and storage yards, and cofferdams.
(f) Acquire applicable permits and comply with requirements for borrow pits, dewatering, and any temporary work conducted by the Contractor in jurisdictional areas.
(g) Conduct all erosion and sediment control/stormwater work in a timely and workmanlike manner.
(h) Fully perform and install erosion and sediment control/stormwater work prior to any suspension of the work.
(i) Coordinate with Department, Federal, State and Local Regulatory agencies on resolution of erosion and sediment control/stormwater issues due to the Contractor's operations.
(j) Ensure that proper cleanup occurs from vehicle tracking on paved surfaces or any location where sediment leaves the Right-of-Way.
(k) Have available a set of erosion and sediment control/stormwater plans that are initialed and include the installation date of Best Management Practices. These practices shall include temporary and permanent groundcover and be properly updated to reflect necessary plan and field changes for use and review by Department personnel as well as regulatory agencies.

(2) Requirements set forth under the NPDES Permit - The Department's NPDES Stormwater permit (NCS000250) outlines certain objectives and management measures pertaining to construction activities. The permit references *NCG010000, General Permit to Discharge Stormwater* under the NPDES, and states that the Department shall incorporate the applicable requirements into its delegated Erosion and Sediment Control Program for construction activities disturbing one or more acres of land. The Department further incorporates these requirements on all contracted bridge and culvert work at jurisdictional waters, regardless of size. Some of the requirements are, but are not limited to:

(a) Control project site waste to prevent contamination of surface or ground waters of the state, i.e. from equipment operation/maintenance, construction materials, concrete washout, chemicals, litter, fuels, lubricants, coolants, hydraulic fluids, any other petroleum products, and sanitary waste.

(b) Inspect erosion and sediment control/stormwater devices and stormwater discharge outfalls at least once every 7 calendar days and within 24 hours after a rainfall event equal to or greater than 1.0 inch that occurs within a 24 hour period. Additional monitoring may be required at the discretion of Division of Water Resources personnel if the receiving stream is 303(d) listed for turbidity and the project has had documented problems managing turbidity.

(c) Maintain an onsite rain gauge or use the Department's Multi-Sensor Precipitation Estimate website to maintain a daily record of rainfall amounts and dates.

(d) Maintain erosion and sediment control/stormwater inspection records for review by Department and Regulatory personnel upon request.

(e) Implement approved reclamation plans on all borrow pits, waste sites and staging areas.

(f) Maintain a log of turbidity test results as outlined in the Department's Procedure for Monitoring Borrow Pit Discharge.

(g) Provide secondary containment for bulk storage of liquid materials.

(h) Provide training for employees concerning general erosion and sediment control/stormwater awareness, the Department's NPDES Stormwater Permit NCS000250 requirements, and the applicable requirements of the *General Permit, NCG010000*.

(i) Report violations of the NPDES permit to the Engineer immediately who will notify the Division of Water Quality Regional Office within 24 hours of becoming aware of the violation.

(3) Quality Control Program - Maintain a quality control program to control erosion, prevent sedimentation and follow provisions/conditions of permits. The quality control program shall:

(a) Follow permit requirements related to the Contractor and subcontractors' construction activities.

(b) Ensure that all operators and subcontractors on site have the proper erosion and sediment control/stormwater certification.

(c) Notify the Engineer when the required certified erosion and sediment control/stormwater personnel are not available on the job site when needed.

(d) Conduct the inspections required by the NPDES permit.

(e) Take corrective actions in the proper timeframe as required by the NPDES permit for problem areas identified during the NPDES inspections.

(f) Incorporate erosion control into the work in a timely manner and stabilize disturbed areas with mulch/seed or vegetative cover on a section-by-section basis.

(g) Use flocculants approved by state regulatory authorities where appropriate and where required for turbidity and sedimentation reduction.
(h) Ensure proper installation and maintenance of temporary erosion and sediment control devices.
(i) Remove temporary erosion or sediment control devices when they are no longer necessary as agreed upon by the Engineer.
(j) The Contractor's quality control and inspection procedures shall be subject to review by the Engineer. Maintain NPDES inspection records and make records available at all times for verification by the Engineer.

(B) *Certified Foreman* - At least one Certified Foreman shall be onsite for each type of work listed herein during the respective construction activities to control erosion, prevent sedimentation and follow permit provisions:

(1) Foreman in charge of grading activities
(2) Foreman in charge of bridge or culvert construction over jurisdictional areas
(3) Foreman in charge of utility activities

The Contractor may request to use the same person as the Level II Supervisor and Level II Foreman. This person shall be onsite whenever construction activities as described above are taking place. This request shall be approved by the Engineer prior to work beginning.

The Contractor may request to name a single Level II Foreman to oversee multiple construction activities on small bridge or culvert replacement projects. This request shall be approved by the Engineer prior to work beginning.

(C) *Certified Installers* - Provide at least one onsite, Level I Certified Installer for each of the following erosion and sediment control/stormwater crew:

(1) Seeding and Mulching
(2) Temporary Seeding
(3) Temporary Mulching
(4) Sodding
(5) Silt fence or other perimeter erosion/sediment control device installations
(6) Erosion control blanket installation
(7) Hydraulic tackifier installation
(8) Turbidity curtain installation
(9) Rock ditch check/sediment dam installation
(10) Ditch liner/matting installation
(11) Inlet protection
(12) Riprap placement
(13) Stormwater BMP installations (such as but not limited to level spreaders, retention/detention devices)
(14) Pipe installations within jurisdictional areas

If a Level I *Certified Installer* is not onsite, the Contractor may substitute a Level II Foreman for a Level I Installer, provided the Level II Foreman is not tasked to another crew requiring Level II Foreman oversight.

(D) *Certified Designer* - Include the certification number of the Level III Certified Designer on the erosion and sediment control/stormwater component of all reclamation plans and if applicable, the certification number of the Level III Certified Designer on the design of the project erosion and sediment control/stormwater plan.

Preconstruction Meeting

Furnish the names of the *Certified Erosion and Sediment Control/Stormwater Supervisor, Certified Foremen, Certified Installers* and *Certified Designer* and notify the Engineer of changes in certified personnel over the life of the contract within 2 days of change.

Ethical Responsibility

Any company performing work for the North Carolina Department of Transportation has the ethical responsibility to fully disclose any reprimand or dismissal of an employee resulting from improper testing or falsification of records.

Revocation or Suspension of Certification

Upon recommendation of the Chief Engineer to the certification entity, certification for *Supervisor, Certified Foremen, Certified Installers* and *Certified Designer* may be revoked or suspended with the issuance of an *Immediate Corrective Action (ICA), Notice of Violation (NOV),* or C*ease and Desist Order* for erosion and sediment control/stormwater related issues.

The Chief Engineer may recommend suspension or permanent revocation of certification due to the following:

(A) Failure to adequately perform the duties as defined within this certification provision.
(B) Issuance of an ICA, NOV, or Cease and Desist Order.
(C) Failure to fully perform environmental commitments as detailed within the permit conditions and specifications.
(D) Demonstration of erroneous documentation or reporting techniques.
(E) Cheating or copying another candidate’s work on an examination.
(F) Intentional falsification of records.
(G) Directing a subordinate under direct or indirect supervision to perform any of the above actions.
(H) Dismissal from a company for any of the above reasons.
(I) Suspension or revocation of one’s certification by another entity.

Suspension or revocation of a certification will be sent by certified mail to the certificant and the Corporate Head of the company that employs the certificant.

A certificant has the right to appeal any adverse action which results in suspension or permanent revocation of certification by responding, in writing, to the Chief Engineer within 10 calendar days after receiving notice of the proposed adverse action.

Chief Engineer
1536 Mail Service Center
Raleigh, NC 27699-1536

Failure to appeal within 10 calendar days will result in the proposed adverse action becoming effective on the date specified on the certified notice. Failure to appeal within the time specified will result in a waiver of all future appeal rights regarding the adverse action taken. The certificant will not be allowed to perform duties associated with the certification during the appeal process.

The Chief Engineer will hear the appeal and make a decision within 7 days of hearing the appeal. Decision of the Chief Engineer will be final and will be made in writing to the certificant.

If a certification is temporarily suspended, the certificant shall pass any applicable written examination and any proficiency examination, at the conclusion of the specified suspension period, prior to having the certification reinstated.

Measurement and Payment

All work described within this provision and the role of Certified Erosion and Sediment Control/Stormwater Supervisor, Certified Foremen, Certified Installers and Certified Designer will be incidental to the project for which no direct compensation will be made.

PROCEDURE FOR MONITORING BORROW PIT DISCHARGE:

(2-20-07) (Rev. 1-16-24) 105-16, 230, 801 SP1 G181

Water discharge from borrow pit sites shall not cause surface waters to exceed 50 NTUs (nephelometric turbidity unit) in streams not designated as trout waters and 10 NTUs in streams, lakes or reservoirs designated as trout waters. For lakes and reservoirs not designated as trout waters, the turbidity shall not exceed 25 NTUs. If the turbidity exceeds these levels due to natural background conditions, the existing turbidity level shall not be increased.

If during any operating day, the downstream water quality exceeds the standard, the Contractor shall do all of the following:

(A) Either cease discharge or modify the discharge volume or turbidity levels to bring the downstream turbidity levels into compliance, or

(B) Evaluate the upstream conditions to determine if the exceedance of the standard is due to natural background conditions. If the background turbidity measurements exceed the standard, operation of the pit and discharge can continue as long as the stream turbidity levels are not increased due to the discharge.

(C) Measure and record the turbidity test results (time, date and sampler) at all defined sampling locations 30 minutes after startup and at a minimum, one additional sampling of all sampling locations during that 24-hour period in which the borrow pit is discharging.

(D) Notify DWQ within 24 hours of any stream turbidity standard exceedances that are not brought into compliance.

During the Environmental Assessment required by Article 230-4 of the *Standard Specifications*, the Contractor shall define the point at which the discharge enters into the State's surface waters and the appropriate sampling locations. Sampling locations shall include points upstream and downstream from the point at which the discharge enters these waters. Upstream sampling location shall be located so that it is not influenced by backwater conditions and represents natural background conditions. Downstream sampling location shall be located at the point where complete mixing of the discharge and receiving water has occurred.

The discharge shall be closely monitored when water from the dewatering activities is introduced into jurisdictional wetlands. Any time visible sedimentation (deposition of sediment) on the wetland surface is observed, the dewatering activity will be suspended until turbidity levels in the stilling basin can be reduced to a level where sediment deposition does not occur. Staining of wetland surfaces from suspended clay particles, occurring after evaporation or infiltration, does not constitute sedimentation. No activities shall occur in wetlands that adversely affect the functioning of a wetland. Visible sedimentation will be considered an indication of possible adverse impacts on wetland use.

The Engineer will perform independent turbidity tests on a random basis. These results will be maintained in a log within the project records. Records will include, at a minimum, turbidity test results, time, date and name of sampler. Should the Department's test results exceed those of the Contractor's test results, an immediate test shall be performed jointly with the results superseding the previous test results of both the Department and the Contractor.

The Contractor shall use the *NCDOT Turbidity Reduction Options for Borrow Pits Matrix*, available at https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/TurbidityReductionOptionSheet.pdf to plan, design, construct, and maintain BMPs to address water quality standards. Tier I Methods include stilling basins which are standard compensatory BMPs. Other Tier I methods are noncompensatory and shall be used when needed to meet the stream turbidity standards. Tier II Methods are also noncompensatory and are options that may be needed for protection of rare or unique resources or where special environmental conditions exist at the site which have led to additional requirements being placed in the DWQ's 401 Certifications and approval letters, Isolated Wetland Permits, Riparian Buffer Authorization or a DOT Reclamation Plan's Environmental Assessment for the specific site. Should the Contractor exhaust all Tier I Methods on a site exclusive of rare or unique resources or special environmental conditions, Tier II Methods may be required by regulators on a case by case basis per supplemental agreement.

The Contractor may use cation exchange capacity (CEC) values from proposed site borings to plan and develop the bid for the project. CEC values exceeding 15 milliequivalents per 100 grams of soil may indicate a high potential for turbidity and should be avoided when dewatering into surface water is proposed.

No additional compensation for monitoring borrow pit discharge will be paid.

NOTE TO CONTRACTOR:

The Contractor shall check profiles for the elevation of relocated utilities and develop a plan of work. The Contractor shall provide the plan of work to the Engineer at the Preconstruction Conference. The development of the plan of work will be incidental to the project and no direct compensation will be made for it.

PROJECT SPECIAL PROVISIONS

ROADWAY

CLEARING AND GRUBBING - METHOD II:

(9-17-02)(Rev. 3-19-24) 200 SP2 R02A

Perform clearing on this project to the limits established by Method - II shown on Standard Drawing No. 200.02 of the *Roadway Standard Drawings.* Conventional clearing methods may be used except where permit drawings or conditions have been included in the proposal which require certain areas to be cleared by hand methods.

BURNING RESTRICTIONS:

(7-1-95) 200, 210, 215 SP2 R05

Open burning is not permitted on any portion of the right-of-way limits established for this project. Do not burn the clearing, grubbing or demolition debris designated for disposal and generated from the project at locations within the project limits, off the project limits or at any waste or borrow sites in this county. Dispose of the clearing, grubbing and demolition debris by means other than burning, according to state or local rules and regulations.

TEMPORARY PAVEMENT:

(8-15-00) (Rev. 4-21-15) 1101 SP2 R30A(Rev)

Construct the temporary pavement required on this project in accordance with the plans or as directed by the Engineer.

After the temporary pavement has served its purpose, remove the portions deemed unsuitable for use as a permanent part of the project as directed by the Engineer. Place pavement and earth material removed from the temporary pavement locations in embankments or dispose of in waste areas furnished by the Contractor.

Pipe culverts removed from the temporary pavement locations remain the property of the Contractor. Pipe culverts that are removed will be measured and will be paid at the contract unit price per linear foot for *Pipe Removal*. Payment for the construction of the temporary pavement will be made at the contract unit prices for the various items involved.

No direct payment will be made for removing the earth material and pavement, as the cost of same shall be included in the lump sum price bid for *Grading*. Such prices and payments will be full compensation for the work of removing and for placing earth material and pavement in embankments or disposing of earth material and pavement in waste areas.

SHOULDER AND FILL SLOPE MATERIAL:
(5-21-02)(Rev. 1-16-24) 235, 560 SP2 R45 A

Description

Perform the required shoulder and slope construction for this project in accordance with the applicable requirements of Section 560 and Section 235 of the *Standard Specifications.*

Measurement and Payment

Where the material has been obtained from an authorized stockpile or from a borrow source and *Borrow Excavation* is not included in the contract, no direct payment will be made for this work, as the cost of this work will be part of the work being paid at the contract lump sum price for *Grading.* If *Borrow Excavation* is included in this contract and the material has been obtained from an authorized stockpile or from a borrow source, measurement and payment will be as provided in Section 230 of the *Standard Specifications* for *Borrow Excavation*.

ROADWAY EXCAVATION:
(10-20-26) 225 SP2 R50

Revise the *Standard Specifications* as follows:

Page 2-12, Article 225-1, DESCRIPTION, add the following after line 42:

When excavation operations encounter graves, temporarily discontinue operations in the vicinity of the graves and do not resume until directed by the Engineer.

When excavation operations encounter contaminated soils, temporarily discontinue operations in the vicinity of the contamination and do not resume until directed by the Engineer.

When excavation operations encounter artifacts or remains of historical, cultural, or archeological significance, temporarily discontinue operations in the vicinity of the artifacts or remains and do not resume until directed by the Engineer. Disposition of the artifacts shall be in accordance with the requirements of the Division of Archives and History.

Discontinuing operations shall include promptly ceasing all work in the vicinity, immediately notifying the Engineer as to the discovery for legally required authority notification, taking all precautions to protect the discovery from further disturbance to include securing the area and preventing access to it, and preserving all materials as found as directed by the Engineer.

Page 2-15, Article 225-3, UNCLASSIFIED EXCAVATION, lines 23-30, delete the last three paragraphs.

MANUFACTURED QUARRY FINES IN EMBANKMENTS:
(01-17-17)(Rev. 4-16-24) 235 SP02 R72

Description

This specification addresses the use of manufactured quarry fines that are not classified as select materials. The specification allows the Contractor an option, with the approval of the Engineer,

to use manufactured quarry fines (MQFs) in embankments as a substitute for conventional borrow material. Furnish and place geotextile for subgrade stabilization in accordance with the contract. Geotextile for subgrade stabilization is required to prevent pavement cracking and provide separation between the subgrade and pavement section at embankment locations where manufactured quarry fines are utilized and as directed by the Engineer.

Materials

Manufactured Quarry Fines.

Site specific approval of MQFs material will be required prior to beginning construction as detailed in the preconstruction requirements of this provision.

The following MQFs are unacceptable:
(A) Frozen material,
(B) Material with a maximum dry unit weight of less than 90 pounds per cubic foot when tested in accordance with AASHTO T 99 Method A or C.
(C) Material with greater than 80% by weight Passing the #200 sieve

Collect and transport MQFs in a manner that will prevent nuisances and hazards to public health and safety. Moisture condition the MQFs as needed and transport in covered trucks to prevent dusting. If MQFs are blended with natural earth material, follow Borrow Criteria in Section 1018 of the *Standard Specifications.*

Preconstruction Requirements

When MQFs are to be used as a substitute for earth borrow material, request written approval from the Engineer at least ninety (90) days in advance of the intent to use MQFs and include the following details:

(A) Description, purpose and location of project.
(B) Estimated start and completion dates of project.
(C) Estimated volume of MQFs to be used on project with specific locations and construction details of the placement.
(D) The names, address, and contact information for the generator of the MQFs.
(E) Physical location of the site at which the MQFs were generated.

The Engineer will forward this information to the State Materials Engineer for review and material approval.

Construction Methods

Place MQFs in the core of the embankment section with at least 4 feet of earth cover to the outside limits of the embankments or subgrade.

Construct embankments by placing MQFs in level uniform lifts with no more than a lift of 10 inches and compacted to at least a density of 95 percent as determined by test methods in AASHTO T 99, Determination of Maximum Dry Density and Optimum Moisture Content,

Method A or C depending upon particle size of the product. Provide a moisture content at the time of compaction of within 4 percent of optimum but not greater than one percent above optimum as determined by AASHTO T 99, Method A or C.

In embankments where MQFs are incorporated, geotextile for subgrade stabilization shall be used. Refer to Article 505-2 of the *Standard Specifications* for geotextile type and Article 505-3 of the *Standard Specifications* for the geotextile construction methods.

Measurement and Payment

Borrow Excavation will be measured by truck volume and paid in cubic yards in accordance with Article 230-5 of the *Standard Specifications*. As an alternate weigh tickets can be provided and payment made by converting weight to cubic yards based on the verifiable unit weight. Where the pay item for *Borrow Excavation* is not included in the original contract then no separate payment will be made for this item and payment will be included in the lump sum price bid for *Grading*.

Geotextile for Subgrade Stabilization will be measured and paid in accordance with Article 505-4 of the *Standard Specifications*. When the pay item for *Geotextile for Subgrade Stabilization* is not included in the original contract then no payment will be made for this item and will be considered incidental to the use of MQFs in embankment.

FLOWABLE FILL:

(9-17-02) (Rev. 1-16-24) 300, 340, 1000, 1530, 1540, 1550 SP3 R30

Description

This work consists of all work necessary to place flowable fill in accordance with these provisions, the plans, and as directed.

Materials

Refer to Division 10 of the *Standard Specifications*.

Item	Section
Flowable Fill	1000-7

Construction Methods

Discharge flowable fill material directly from the truck into the space to be filled, or by other approved methods. The mix may be placed full depth or in lifts as site conditions dictate. The Contractor shall provide a method to plug the ends of the existing pipe in order to contain the flowable fill.

Measurement and Payment

At locations where flowable fill is called for on the plans and a pay item for flowable fill is included in the contract, *Flowable Fill* will be measured in cubic yards and paid as the actual number of cubic yards that have been satisfactorily placed and accepted. Such price and payment will be full compensation for all work covered by this provision including, but not limited to, the mix design, furnishing, hauling, placing and containing the flowable fill.

Payment will be made under:

Pay Item	**Pay Unit**
Flowable Fill	Cubic Yard

CORRUGATED ALUMINUM ALLOY CULVERT PIPE:

(9-21-21)(Rev. 1-16-24) 305, 310 SP3 R34

Revise the *Standard Specifications* as follows:

Page 3-5, Article 305-2, MATERIALS, add the following after line 16:

Item	**Section**
Waterborne Paint	1080-9
Hot Bitumen	1081-3

Page 3-5, Article 305-3, CONSTRUCTION METHODS, add the following after line 26:

Coating must be applied to the aluminum when in contact with concrete. Immediately prior to coating, aluminum surfaces to be coated shall be cleaned by a method that will remove all dirt, oil, grease, chips, and other foreign substances. Aluminum to be coated shall be given one coat of suitable quality coating such as:

Approved waterborne paint (Section 1080-9)
Approved Hot Bitumen (Section 1081-3)

Other coating materials may be submitted to the Engineer for approval.

Page 3-7, Article 310-6, MEASUREMENT AND PAYMENT, lines 10-11, delete the fourth sentence and replace with the following:

Select bedding and backfill material and coating will be included in the cost of the installed pipe.

PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:

(11-21-00)(Rev. 1-16-24) 620 SP6 R25

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

The base price index for asphalt binder for plant mix is **$ 752.50** per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **November 1, 2026**.

DELETION OF FINAL SURFACE TESTING REQUIREMENTS:
(1-20-25) 610 SP6 R045A

Revise the *Standard Specifications* as follows:

Pages 6-24 to 6-30, Article 610-13 FINAL SURFACE TESTING AND ACCEPTANCE, delete Article 610-13 in its entirety.

DETECTABLE WARNING SURFACE AT CURB RAMPS:
(8-19-25) 848 SP8 R52A

Description

Install detectable warning surface at curb ramps as shown in the plans or as directed by the Engineer, in accordance with Section 848 of the *Standard Specifications* and this special provision.

Materials

Detectable warning surface materials shall consist of raised truncated domes found on the NCDOT APL, meet the requirements of Article 848-2 of the *Standard Specifications* and be capable of being affixed to or anchored in the concrete sidewalk, including green concrete defined as concrete that has set but not appreciably hardened, cured concrete, or asphalt pavement. Surface applied such as glued or stick down applications are prohibited for permanent installations unless approved by the Engineer.

The detectable warning surface shall be uniform in color and texture, be free of cracks or other defects. The color shall be an approximate visual match to the color specified in the contract or as approved by the Engineer.

Construction Methods

Install all detectable warning surface in accordance with the manufacturer's recommendations, Article 848-3 of the *Standard Specifications* and as approved by the Engineer. Ensure the surface is free of debris and irregularities prior to placing the detectable warning on the surface. Place in fresh concrete, before the concrete has reached initial set, or on a hardened cement concrete surface or asphalt pavement surface. Secure permanent installations with mechanical fasteners. No cutting of the coated colored truncated domes is allowed. Embossing or stamping the wet concrete to achieve the truncated dome pattern or using a mold into which a catalyst-hardened material is applied is not allowed. Detectable warning surfaces shall be 24 inches in the direction of travel and extend the full width of the flush surface. The detectable warning surface shall show no appreciable fading, lifting or shrinkage and fit contours, breaks and faults of concrete and asphalt surfaces and show no significant tearing, rollback, lifting or other signs of poor adhesion.

Remove and replace any damaged or misaligned detectable warning surfaces and repair any damage to adjacent facilities prior to final acceptance at no cost to the Department. The finished installation shall meet all applicable ADA and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements for placement, orientation, surface condition, and visual contrast.

Measurement and Payment

The detectable warning surface at curb ramps are incidental to *Concrete Curb Ramps, Retrofit Existing Curb Ramps,* and/or *Remove and Replace Curb Ramps* in accordance with Article 848-4 of the *Standard Specifications.*

FOUNDATIONS AND ANCHOR ROD ASSEMBLIES FOR METAL POLES:

(1-17-12)(Rev. 1-16-24) 9, 14, 17 SP9 R05

Description

Foundations for metal poles include foundations for signals, cameras, overhead and dynamic message signs (DMS) and high mount and light standards supported by metal poles or upright trusses. Foundations consist of footings with pedestals and drilled piers with or without grade beams or wings. Anchor rod assemblies consist of anchor rods (also called anchor bolts) with nuts and washers on the exposed ends of rods and nuts and a plate or washers on the other ends of rods embedded in the foundation.

Construct concrete foundations with the required resistances and dimensions and install anchor rod assemblies in accordance with the contract and accepted submittals. Construct drilled piers consisting of cast-in-place reinforced concrete cylindrical sections in excavated holes. Provide temporary casings or polymer slurry as needed to stabilize drilled pier excavations. Use a prequalified Drilled Pier Contractor to construct drilled piers for metal poles. Define "excavation" and "hole" as a drilled pier excavation and "pier" as a drilled pier.

This provision does not apply to foundations for signal pedestals; see Section 1743 of the *Standard Specifications* and Roadway Standard Drawing No. 1743.01.

Materials

Refer to the *Standard Specifications.*

Item	**Section**
Conduit	1091-3
Grout, Type 2	1003
Polymer Slurry	411-2(B)(2)
Portland Cement Concrete	1000
Reinforcing Steel	1070
Rollers and Chairs	411-2(C)
Temporary Casings	411-2(A)

Provide Type 3 material certifications in accordance with Article 106-3 of the *Standard Specifications* for conduit, rollers, chairs and anchor rod assemblies. Store steel materials on blocking at least 12" above the ground and protect it at all times from damage; and when placing

in the work make sure it is free from dirt, dust, loose mill scale, loose rust, paint, oil or other foreign materials. Load, transport, unload and store foundation and anchor rod assembly materials so materials are kept clean and free of damage. Bent, damaged or defective materials will be rejected.

Use conduit type in accordance with the contract. Use Class A concrete for footings and pedestals, Class Drilled Pier concrete for drilled piers and Class AA concrete for grade beams and wings including portions of drilled piers above bottom of wings elevations. Corrugated temporary casings may be accepted at the discretion of the Engineer. A list of approved polymer slurry products is available from:
https://connect.ncdot.gov/resources/Geological/Pages/Products.aspx

Provide anchor rod assemblies in accordance with the contract consisting of the following:

(A) Straight anchor rods,

(B) Heavy hex top and leveling nuts and flat washers on exposed ends of rods, and

(C) Nuts and either flat plates or washers on the other ends of anchor rods embedded in foundations.

Do not use lock washers. Use steel anchor rods, nuts and washers that meet ASTM F1554 for Grade 55 rods and Grade A nuts. Use steel plates and washers embedded in concrete with a thickness of at least 1/4". Galvanize anchor rods and exposed nuts and washers in accordance with Article 1076-4 of the *Standard Specifications*. It is not necessary to galvanize nuts, plates and washers embedded in concrete.

Construction Methods

Install the required size and number of conduits in foundations in accordance with the plans and accepted submittals. Construct top of piers, footings, pedestals, grade beams and wings flat, level and within 1" of elevations shown in the plans or approved by the Engineer. Provide an Ordinary Surface finish in accordance with Subarticle 825-6(B) of the *Standard Specifications* for portions of foundations exposed above finished grade. Do not remove anchor bolt templates or pedestal or grade beam forms or erect metal poles or upright trusses onto foundations until concrete attains a compressive strength of at least 3,000 psi.

(A) Drilled Piers

Before starting drilled pier construction, hold a predrill meeting to discuss the installation, monitoring and inspection of the drilled piers. Schedule this meeting after the Drilled Pier Contractor has mobilized to the site. The Resident or Division Traffic Engineer, Contractor and Drilled Pier Contractor Superintendent will attend this predrill meeting.

Do not excavate holes, install piles or allow equipment wheel loads or vibrations within 20 ft of completed piers until 16 hours after Drilled Pier concrete reaches initial set.

Check for correct drilled pier alignment and location before beginning drilling. Check plumbness of holes frequently during drilling.

Construct drilled piers with the minimum required diameters shown in the plans. Install piers with tip elevations no higher than shown in the plans or approved by the Engineer.

Excavate holes with equipment of the sizes required to construct drilled piers. Depending on the subsurface conditions encountered, drilling through rock and boulders may be required. Do not use blasting for drilled pier excavations.

Contain and dispose of drilling spoils and waste concrete as directed and in accordance with Section 802 of the *Standard Specifications*. Drilling spoils consist of all materials and fluids removed from excavations.

If unstable, caving or sloughing materials are anticipated or encountered, stabilize holes with temporary casings and/or polymer slurry. Do not use telescoping temporary casings. If it becomes necessary to replace a temporary casing during drilling, backfill the excavation, insert a larger casing around the casing to be replaced or stabilize the excavation with polymer slurry before removing the temporary casing.

If temporary casings become stuck or the Contractor proposes leaving casings in place, temporary casings should be installed against undisturbed material. Unless otherwise approved, do not leave temporary casings in place for mast arm poles and cantilever signs. The Engineer will determine if casings may remain in place. If the Contractor proposes leaving temporary casings in place, do not begin drilling until a casing installation method is approved.

Use polymer slurry and additives to stabilize holes in accordance with the slurry manufacturer's recommendations. Provide mixing water and equipment suitable for polymer slurry. Maintain the required slurry properties at all times except for sand content.

Define a "sample set" as slurry samples collected from mid-height and within 2 ft of the bottom of holes. Take sample sets from excavations to test polymer slurry immediately after filling holes with slurry, at least every 4 hours thereafter and immediately before placing concrete. Do not place Drilled Pier concrete until both slurry samples from an excavation meet the required polymer slurry properties. If any slurry test results do not meet the requirements, the Engineer may suspend drilling until both samples from a sample set meet the required polymer slurry properties.

Remove soft and loose material from bottom of holes using augers to the satisfaction of the Engineer. Assemble rebar cages and place cages and Drilled Pier concrete in accordance with Subarticle 411-4(E) of the *Standard Specifications* except for the following:

(1) Inspections for tip resistance and bottom cleanliness are not required,
(2) Temporary casings may remain in place if approved, and

(3) Concrete placement may be paused near the top of pier elevations for anchor rod assembly installation and conduit placement or

(4) If applicable, concrete placement may be stopped at bottom of grade beam or wings elevations for grade beam or wing construction.

If wet placement of concrete is anticipated or encountered, do not place Drilled Pier concrete until a concrete placement procedure is approved. If applicable, temporary casings and fluids may be removed when concrete placement is paused or stopped in accordance with the exceptions above provided holes are stable. Remove contaminated concrete from exposed Drilled Pier concrete after removing casings and fluids. If holes are unstable, do not remove temporary casings until a procedure for placing anchor rod assemblies and conduit or constructing grade beams or wings is approved.

Use collars to extend drilled piers above finished grade. Remove collars after Drilled Pier concrete sets and round top edges of piers.

If drilled piers are questionable, pile integrity testing (PIT) and further investigation may be required in accordance with Article 411-5 of the *Standard Specifications*. A drilled pier will be considered defective in accordance with Subarticle 411-5(D) of the *Standard Specifications* and drilled pier acceptance is based in part on the criteria in Article 411-6 of the *Standard Specifications* except for the top of pier tolerances in Subarticle 411-6(C) of the *Standard Specifications.*

If a drilled pier is under further investigation, do not grout core holes, backfill around the pier or perform any work on the drilled pier until the Engineer accepts the pier. If the drilled pier is accepted, dewater and grout core holes and backfill around the pier with approved material to finished grade. If the Engineer determines a pier is unacceptable, remediation is required in accordance with Article 411-6 of the *Standard Specifications*. No extension of completion date or time will be allowed for remediation of unacceptable drilled piers or post repair testing.

Permanently embed a plate in or mark top of piers with the pier diameter and depth, size and number of vertical reinforcing bars and the minimum compressive strength of the concrete mix at 28 days.

(B) Footings, Pedestals, Grade Beams and Wings

Excavate as necessary for footings, grade beams and wings in accordance with the plans, accepted submittals and Section 410 of the *Standard Specifications*. If unstable, caving or sloughing materials are anticipated or encountered, shore foundation excavations as needed with an approved method. Notify the Engineer when foundation excavation is complete. Do not place concrete or reinforcing steel until excavation dimensions and foundation material are approved.

Construct cast-in-place reinforced concrete footings, pedestals, grade beams and wings with the dimensions shown in the plans and in accordance with Section 825 of the *Standard Specifications*. Use forms to construct portions of pedestals and grade beams protruding above finished grade. Provide a chamfer with a 3/4" horizontal width for

pedestal and grade beam edges exposed above finished grade. Place concrete against undisturbed soil or backfill and fill in accordance with Article 410-8 of the *Standard Specifications*. Proper compaction around footings and wings is critical for foundations to resist uplift and torsion forces.

(C) Anchor Rod Assemblies

Size anchor rods for design and the required projection above top of foundations. Determine required anchor rod projections from nut, washer and base plate thicknesses, the protrusion of 3 to 5 anchor rod threads above top nuts after tightening and the distance of one nut thickness between top of foundations and bottom of leveling nuts.

Protect anchor rod threads from damage during storage and installation of anchor rod assemblies. Before placing anchor rods in foundations, turn nuts onto and off rods past leveling nut locations. Turn nuts with the effort of one workman using an ordinary wrench without a cheater bar. Report any thread damage to the Engineer that requires extra effort to turn nuts.

Arrange anchor rods symmetrically about center of base plate locations as shown in the plans. Set anchor rod elevations based on required projections above top of foundations. Securely brace and hold rods in the correct position, orientation and alignment with a steel template. Do not weld to reinforcing steel, temporary casings or anchor rods.

Install top and leveling (bottom) nuts, washers and the base plate for each anchor rod assembly in accordance with the following procedure:

(1) Turn leveling nuts onto anchor rods to a distance of one nut thickness between the top of foundation and bottom of leveling nuts. Place washers over anchor rods on top of leveling nuts.
(2) Determine if nuts are level using a flat rigid template on top of washers. If necessary, lower leveling nuts to level the template in all directions or if applicable, lower nuts to tilt the template so the metal pole or upright truss will lean as shown in the plans. If leveling nuts and washers are not in full contact with the template, replace washers with galvanized beveled washers.
(3) Verify the distance between the foundation and leveling nuts is no more than one nut thickness.
(4) Place base plate with metal pole or upright truss over anchor rods on top of washers. High mount luminaires may be attached before erecting metal poles but do not attach cables, mast arms or trusses to metal poles or upright trusses at this time.
(5) Place washers over anchor rods on top of base plate. Lubricate top nut bearing surfaces and exposed anchor rod threads above washers with beeswax, paraffin or other approved lubricant.
(6) Turn top nuts onto anchor rods. If nuts are not in full contact with washers or washers are not in full contact with the base plate, replace washers with galvanized beveled washers.

(7) Tighten top nuts to snug-tight with the full effort of one workman using a 12" wrench. Do not tighten any nut all at once. Turn top nuts in increments. Follow a star pattern cycling through each nut at least twice.

(8) Repeat (7) for leveling nuts.

(9) Replace washers above and below the base plate with galvanized beveled washers if the slope of any base plate face exceeds 1:20 (5%), any washer is not in firm contact with the base plate or any nut is not in firm contact with a washer. If any washers are replaced, repeat (7) and (8).

(10) With top and leveling nuts snug-tight, mark each top nut on a corner at the intersection of 2 flats and a corresponding reference mark on the base plate. Mark top nuts and base plate with ink or paint that is not water-soluble. Use the turn-of-nut method for pretensioning. Do not pretension any nut all at once. Turn top nuts in increments for a total turn that meets the following nut rotation requirements:

NUT ROTATION REQUIREMENTS
(Turn-of-Nut Pretensioning Method)

Anchor Rod Diameter, inch	Requirement
≤ 1 1/2	1/3 turn (2 flats)
> 1 1/2	1/6 turn (1 flat)

Follow a star pattern cycling through each top nut at least twice.

(11) Ensure nuts, washers and base plate are in firm contact with each other for each anchor rod. Cables, mast arms and trusses may now be attached to metal poles and upright trusses.

(12) Between 4 and 14 days after pretensioning top nuts, use a torque wrench calibrated within the last 12 months to check nuts in the presence of the Engineer. Completely erect mast arm poles and cantilever signs and attach any hardware before checking top nuts for these structures. Check that top nuts meet the following torque requirements:

TORQUE REQUIREMENTS

Anchor Rod Diameter, inch	Requirement, ft-lb
7/8	180
1	270
1 1/8	380
1 1/4	420
≥ 1 1/2	600

If necessary, retighten top nuts in the presence of the Engineer with a calibrated torque wrench to within ± 10 ft-lb of the required torque. Do not overtighten top nuts.

(13) Do not grout under base plate.

Measurement and Payment

Foundations and anchor rod assemblies for metal poles and upright trusses will be measured and paid for elsewhere in the contract.

No payment will be made for temporary casings that remain in drilled pier excavations. No payment will be made for PIT. No payment will be made for further investigation of defective piers. Further investigation of piers that are not defective will be paid as extra work in accordance with Article 104-7 of the *Standard Specifications*. No payment will be made for remediation of unacceptable drilled piers or post repair testing.

HIGH STRENGTH CONCRETE FOR DRIVEWAYS:

(11-21-00)(Rev. 1-16-24) 848 SP10 R02

Use high early strength concrete for all driveways shown in the plans and as directed by the Engineer. Provide high early strength concrete that meets the requirements of Article 1000-6 of the *Standard Specifications.*

Measurement and payment will be in accordance with Section 848 of the *Standard Specifications.*

ELECTRONIC TICKETING SYSTEM:

(7-16-24)(Rev. 12-17-24) 1020 SP10 R20

Description

At the contractor's option, the use of an electronic ticketing system for reporting individual and cumulative asphalt material deliveries may be utilized on this project. At the preconstruction conference, the contractor shall notify the Engineer if they intend to utilize an electronic ticketing system for reporting individual and cumulative asphalt material deliveries to the project.

Electronic Ticketing Requirements

a. The electronic ticketing system must be fully integrated with the load read-out system at the plant. The system shall be designed so data inputs from scales cannot be altered by either the Contractor or the Department.

b. Material supplier must test to confirm that ticketing data can be shared from the originating system no less than 30 days prior to project start.

c. After each truck is loaded, ticket data must be electronically captured, and ticket information uploaded via Application Programming Interface (API) to the Department.

d. Obtain security token from NCDOT for access to E-Ticketing portal (to send tickets). To request a Security Key, fill out the below E-Ticketing Security Request Form: https://forms.office.com/g/XnT7QeRtgt

e. Obtain API from NCDOT containing the required e-ticketing data fields and format. Download the API from the NCDOT E-ticketing Webpage: https://connect.ncdot.gov/projects/construction/E-Ticketing/Pages/default.aspx

f. Provide all ticket information in real time and daily summaries to the Department's designated web portal. If the project contains locations with limited cellular service, an alternative course of action must be agreed upon.

g. Electronic ticketing submissions must be sent between the Material Supplier and the Department.

h. The electronic ticket shall contain the following information:

Date
Contract Number
Supplier Name
Contractor Name
Material
JMF
Gross Weight
Tare Weight
Net Weight
Load Number
Cumulative Weight
Truck Number
Weighmaster Certification
Weighmaster Expiration
Weighmaster Name
Facility Name
Plant Certification Number
Ticket Number
Hauling Firm (optional)
Voided Ticket Number (if necessary)
Original Ticket Number (if necessary)
Supplier Revision (If necessary)

The Contractor/supplier can use the electronic ticketing system of their choice to meet the requirements of this provision.

Measurement and Payment

No measurement or payment will be made for utilizing an electronic ticketing system as the cost of such shall be included in the contract price bid for the material being provided.

TIMBER AND LUMBER:

(4-21-26) 235, 866, 1046, 1050, 1082, 1084, 1089, 1540 SP10 R82

Revise the *Standard Specifications* as follows:

Page 2-23, Article 235-2 MATERIALS, line 26, add the following as the third sentence of the fourth paragraph.

Use pressure treated wood bases meeting the requirements of Section 1082.

Page 8-45, Article 866-2 MATERIALS, line 26, replace “1076-7” with “1050-8”.

Page 10-73, Subarticle 1046-3(C) Treated Timber Posts, line 8, replace “treated southern pine” with “pressure treated southern pine”.

Page 10-76, Subarticle 1050-2(A) General, line 3, replace “Use treated southern pine meeting Articles 1082-2 and 1082-3” with “Use pressure treated southern pine meeting Articles 1082-2 and 1082-3”.

Page 10-76, Subarticle 1050-2(A) General, lines 15-16, replace “All round posts” with “All round wood posts and braces”.

Page 10-76, Subarticle 1050-2(A) General, lines 19-20, delete the last sentence of the third paragraph and replace with the following:

The pieces shall show at least 3 annual rings per inch and shall be at least 30% summerwood. All timber and lumber shall conform to the material characteristics detailed in the Southern Pine Inspection Bureau (SPIB) grading rules for the designated grade and may bear the mark of an American Lumber Standards Committee (ALSC) accredited agency.

Page 10-177, Article 1082-1 GENERAL, lines 32-33, delete the first sentence of the first paragraph and replace with the following:

Use southern pine timber and lumber graded in accordance with the current grading rules of the SPIB and manufactured by a Department pre-approved producer/supplier. All timber and lumber shall conform to the material characteristics detailed in the SPIB grading rules for No. 1 Dense or Select Structural (Sel Str.) and bear the mark of an ALSC-accredited agency.

Page 10-177 and 10-178, Article 1082-1 GENERAL, lines 38-42 and line 1, delete the second through fourth sentence of the second paragraph and replace with the following:

Use approved inspection companies listed on the Department’s pre-approved producer/suppliers list. The inspection agency must perform inspections of preservative treated materials in accordance with AWPA Standard M2. Each item shall bear the brand, hammer mark, ink stamp or tag of the inspection agency to indicate it has been inspected. In lieu of commercial inspection, materials in Section 1082 manufactured by a facility that is audited by an ALSC-accredited agency and bearing the quality mark of that agency shall be acceptable for use. In addition, the Supplier must furnish Type 4 – Certified Test Reports and Type 6 – Supplier’s Certifications in accordance with Article 106-3. Type 6 – Supplier’s Certifications are required for each producer/supplier to include any chain of custody changes from the mill to the Department.

Page 10-178, Article 1082-2 UNTREATED TIMBER AND LUMBER, line 7, replace “Dense” with “Grade No. 1 Dense MC19”.

Page 10-178, Subarticle 1082-3(A) General, line 13, replace “lumber” with “timber and lumber” and replace “will not” with “with”.

Page 10-178, Subarticle 1082-3(B) Bridges, Fender Systems and Piles, lines 22 and 24, replace “Grade No. 1 Dense” with “Grade No. 1 Dense or Select Structural (Sel Str.)”.

Page 10-178, Subarticle 1082-3(B) Bridges, Fender Systems and Piles, lines 24-27, delete the third and fourth sentence of the first paragraph and replace with the following:

Timbers for bridges or fender systems that are 5 inches and thicker along the least dimension shall conform to Grade No. 1 Dense or Select Structural (Sel Str.).

Page 10-178, Subarticle 1082-3(B) Bridges, Fender Systems and Piles, line 28, delete and replace the second paragraph with the following:

Timber for piles shall be southern pine and meet the requirements of ASTM D25.

Page 10-178, Subarticle 1082-3(C) Guardrail Posts, Blockouts and related components, lines 33-34, replace “Southern Pine, conforming to Grade No. 1. Rough lumber will be acceptable.” with “southern pine, conforming to Grade No. 1 Dense.”.

Page 10-178, Subarticle 1082-3(D) Fence Posts and Braces, lines 37-39, delete the first paragraph and replace with the following:

Sawn fence posts and braces shall be southern pine, S4S, and conform to Grade No. 1 Dense.

Page 10-178, Subarticle 1082-3(E) Sign Posts and Battens, lines 42-44, delete the first and second sentence of the first paragraph and replace with the following:

Lumber or timbers for sign posts shall conform to Structural Light Framing, Grade No. 1 Dense.

Page 10-178, Subarticle 1082-3(E) Sign Posts and Battens, line 46, delete the first sentence of the second paragraph.

Page 10-179, Subarticle 1082-3(F) Poles, lines 2-3, delete the first sentence of the first paragraph and replace with the following:

Timber for poles shall be either treated southern pine or coastal douglas-fir and meet the requirements of ANSI O5.1.

Page 10-179, Subarticle 1082-4(A) General, line 8, replace “AASHTO M 133 or AWPA Standards” with “AASHTO M 133 and AWPA Standards”.

Page 10-179, Subarticle 1082-4(A) General, lines 14-15, delete the third paragraph.

Page 10-179, Subarticle 1082-4(A) General, line 19, replace “”areas include” with “areas including, but not limited to,”.

Page 10-179, Subarticle 1082-4(B) Timber Preservatives, line 24, replace "AASHTO M 133 or AWPA Standards U1" with "AASHTO M 133 and AWPA Standards U1".

Page 10-179, Subarticle 1082-4(C) Bridges, Fender Systems and Piles, lines 27-28, replace "AASHTO M-133 or AWPA Standard U1" with "AASHTO M 133 and AWPA Standard U1".

Page 10-179, Subarticle 1082-4(D) Guardrail Posts, Blockouts and Related Components, lines 32-33, replace "AASHTO M-133 or AWPA Standard U1" with "AASHTO M 133 and AWPA Standard U1".

Page 10-179, Subarticle 1082-4(E) Fence Posts and Braces, lines 36 and 38, replace "AASHTO M-133 or AWPA Standard U1" with "AASHTO M 133 and AWPA Standard U1".

Page 10-179, Subarticle 1082-4(E) Fence Posts and Braces, line 39, replace "except require retention of preservative as below" with "Commodity Specification B. Posts, UC4A".

Page 10-180, Subarticle 1082-4(F) Sign Posts and Battens, line 2, replace "AASHTO M-133 or AWPA Standard U1" with "AASHTO M 133 and AWPA Standard U1".

Page 10-180, Subarticle 1082-4(G) Poles, line 9, replace "AASHTO M-133 or AWPA Standard U1" with "AASHTO M 133 and AWPA Standard U1".

Page 10-180, Subarticle 1084-1(A) Treated Timber Pile, line 16-17, delete and replace the first paragraph with the following:

Treated timber piles shall meet the requirements of Section 1082.

Page 10-195, Subarticle 1089-2(A)(1) Work Zone Signs (Stationary), line 44, add the following sentence to the second paragraph:

Pressure treat wood posts in accordance with Section 1082.

Page 15-18, Article 1540-2 MATERIALS, line 8, replace "1082-3" with "1082".

GROUND MOUNTED SIGN SUPPORTS:

(9-15-26) 1094 SP10 R94

Revise the *Standard Specifications* as follows:

Page 10-214, Subarticle 1094-1(B) 3 lb Steel U-Channel Supports, line 12 and 15, replace "3/8" with "7/16".

Page 10-214, Subarticle 1094-1(B) 3 lb Steel U-Channel Supports, line 16, replace "5/16" with "3/8".

Page 10-214, Subarticle 1094-1(B) 3 lb Steel U-Channel Supports, lines 14-15, delete the fifth sentence of the first paragraph and replace with the following:

These supports shall be galvanized in accordance with ASTM A653 or ASTM A123 depending on the manufacturing process.

Page 10-214, Subarticle 1094-1(C) 2 lb Steel U-Channel Supports, lines 26-29, delete the third and fourth sentence of the second paragraph with the following:

Punch or drill 7/16 inch diameter holes on 1 inch centers, beginning 1 inch from the top of the post, for a minimum distance equal to the vertical dimension of the respective sign or mile marker. These supports shall be galvanized in accordance with ASTM A653 or ASTM A123 depending on the manufacturing process.

Page 10-214, Subarticle 1094-1(C) 2 lb Steel U-Channel Supports, line 30, replace "3/8" with "7/16".

Page 10-214, Subarticle 1094-1(C) 2 lb Steel U-Channel Supports, line 31, replace "5/16" with "3/8".

Page 10-214, Subarticle 1094-1(D) Steel Square Tube Supports, lines 36-43, delete and replace the first two paragraphs with the following:

Use steel square tube supports of variable length galvanized steel. The support cross section and gauge shall be in accordance with the plans. These supports shall be manufactured using domestic steel conforming to ASTM 1011, Grade 50. Minimum yield strength after cold forming shall be 60,000 psi. These supports shall be galvanized in accordance with ASTM A653 or ASTM A123 depending on the manufacturing process and meet G90 galvanizing requirements. Both the interior and exterior of the post shall be galvanized and all coating applications shall occur in the United States.

The posts shall be corner welded and scarfed as necessary to allow sections to telescope within each other. The finished posts shall be machine straightened and have a smooth uniform finish free from cracks, flaws, injurious seams, laps, blisters, and edges which are ragged, sharp, and imperfect, or other defects affecting their strength, durability, or appearance. The maximum variation in straightness shall be no more than 1/4 inch in any 5 foot of length. For perforated square tubes, cut holes or knockout holes of 7/16 inch diameter shall be spaced on 1 inch centers, on the centerlines of all four sides in true alignment, and opposite to each other for back to back applications. All holes and sheared ends shall be free from burrs. The steel shall also be coated with a conversion coating and a clear organic polymer topcoat.

The zinc coating nor manufacturing process shall interfere with the telescoping properties of steel square supports. The zinc coating inside of the 7/16 inch diameter holes of perforated supports shall not exceed specification requirements enough to prevent a 3/8 inch diameter bolt from freely passing through. These supports should contain a manufacturer's mark for traceability after installation. Provide a Type 2 material certification in accordance with Article 106-3 upon Engineer request.

TEMPORARY SHORING:

(2-20-07)(Rev. 1-16-24) SP11 R02

Description

Temporary shoring includes cantilever, braced and anchored shoring and temporary mechanically stabilized earth (MSE) walls. Temporary shoring does not include trench boxes. At the Contractor's option, use any type of temporary shoring unless noted otherwise in the plans or as directed. Design and construct temporary shoring based on actual elevations and shoring dimensions in accordance with the contract and accepted submittals. Construct temporary shoring at locations shown in the plans and as directed. Temporary shoring is required to maintain traffic when a 2:1 (H:V) slope from the top of an embankment or bottom of an excavation will intersect the existing ground line less than 5 feet from the edge of pavement of an open travelway. This provision does not apply to pipe, inlet or utility installation unless noted otherwise in the plans.

Positive protection includes concrete barrier and temporary guardrail. Provide positive protection for temporary shoring at locations shown in the plans and as directed. Positive protection is required if temporary shoring is located in the clear zone in accordance with the *AASHTO Roadside Design Guide.*

(A) Cantilever and Braced Shoring

Cantilever shoring consists of steel sheet piles or H-piles with timber lagging. Braced shoring consists of sheet piles or H-piles with timber lagging and bracing such as beams, plates, walers, struts, rakers, etc. Define "piles" as sheet piles or H-piles.

(B) Anchored Shoring

Anchored shoring consists of sheet piles with walers or H-piles with timber lagging anchored with ground or helical anchors. Driven anchors may be accepted at the discretion of the Engineer. A ground anchor consists of a grouted steel bar or multi-strand tendon with an anchorage. A helical anchor consists of a lead section with a central steel shaft and at least one helix steel plate followed by extensions with only central shafts (no helixes) and an anchorage. Anchorages consist of steel bearing plates with washers and hex nuts for bars or steel wedge plates and wedges for strands. Use a prequalified Anchored Wall Contractor to install ground anchors. Define "anchors" as ground, helical or driven anchors.

(C) Temporary MSE Walls

Temporary MSE walls include temporary geosynthetic and wire walls. Define "temporary wall" as a temporary MSE wall and "Temporary Wall Vendor" as the vendor supplying the temporary MSE wall. Define "reinforcement" as geotextile, geogrid, geostrip, welded wire grid or metallic strip reinforcement.

Temporary geosynthetic walls consist of geotextiles or geogrids wrapped behind welded wire facing or geostrips connected to welded wire facing. Define "temporary geotextile wall" as a temporary geosynthetic wall with geotextile reinforcement, "temporary

geogrid wall" as a temporary geosynthetic wall with geogrid reinforcement and "temporary geostrip wall" as a temporary geosynthetic wall with geostrip reinforcement.

Temporary wire walls consist of welded wire grid or metallic strip reinforcement connected to welded wire facing. Define "Wire Wall Vendor" as the vendor supplying the temporary wire wall.

(D) Embedment

Define "embedment" for cantilever, braced and anchored shoring as the pile depth below the grade in front of shoring. Define "embedment" for temporary walls as the wall embedment below the grade at the wall face.

(E) Positive Protection

Define "unanchored or anchored portable concrete barrier" as portable concrete barrier (PCB) that meets *Roadway Standard Drawing* No. 1170.01. Define "concrete barrier" as unanchored or anchored PCB or an approved equal. Define "temporary guardrail" as temporary steel beam guardrail that meets *Roadway Standard Drawing* No. 862.02.

Materials

Refer to the *Standard Specifications.*

Item	**Section**
Concrete Barrier Materials	1170-2
Flowable Fill, Excavatable	1000-7
Geosynthetics	1056
Grout, Type 1	1003
Portland Cement	1024-1
Portland Cement Concrete	1000
Select Materials	1016
Steel Beam Guardrail Materials	862-2
Steel Plates	1072-2
Steel Sheet Piles and H-Piles	1084
Untreated Timber	1082-2
Water	1024-4
Welded Wire Reinforcement	1070-3

Provide Type 6 material certifications for shoring materials in accordance with Article 106-3 of the *Standard Specifications*. Use Class IV select material for temporary guardrail and Class A concrete that meets Article 450-2 of the *Standard Specifications* or Type 1 grout for drilled-in piles. Provide untreated timber with a thickness of at least 3 inches and a bending stress of at least 1,000 pounds per square inch for timber lagging. Provide steel bracing that meets ASTM A36.

(A) Shoring Backfill

Use Class II, Type 1, Class III, Class V or Class VI select material or material that meets AASHTO M 145 for soil classification A-2-4 with a maximum PI of 6 for shoring backfill except do not use A-2-4 soil for backfill around culverts.

(B) Anchors

Store anchor materials on blocking a minimum of 12 inches above the ground and protect it at all times from damage; and when placing in the work make sure it is free from dirt, dust, loose mill scale, loose rust, paint, oil or other foreign materials. Load, transport, unload and store anchor materials so materials are kept clean and free of damage. Bent, damaged or defective materials will be rejected.

(1) Ground Anchors

Use high-strength deformed steel bars that meet AASHTO M 275 or seven-wire strands that meet ASTM A886 or Article 1070-5 of the *Standard Specifications*. Splice bars in accordance with Article 1070-9 of the *Standard Specifications*. Do not splice strands. Use bondbreakers, spacers and centralizers that meet Article 6.3.5 of the *AASHTO LRFD Bridge Construction Specifications*.

Use neat cement grout that only contains cement and water with a water cement ratio of 0.4 to 0.5 which is approximately 5.5 gallons of water per 94 pounds of Portland cement. Provide grout with a compressive strength at 3 and 28 days of at least 1,500 and 4,000 psi, respectively.

(2) Helical Anchors

Use helical anchors with an ICC Evaluation Service, Inc. (ICC-ES) report. Provide couplers, thread bar adapters and bolts recommended by the Anchor Manufacturer to connect helical anchors together and to piles.

(3) Anchorages

Provide steel plates for bearing plates and steel washers, hex nuts, wedge plates and wedges recommended by the Anchor Manufacturer.

(C) Temporary Walls

(1) Welded Wire Facing

Use welded wire reinforcement for welded wire facing, struts and wires. For temporary wire walls, provide welded wire facing supplied by the Wire Wall Vendor or a manufacturer approved or licensed by the vendor. For temporary wire walls with separate reinforcement and facing components, provide connectors (e.g., bars, clamps, plates, etc.) and fasteners (e.g., bolts, nuts, washers, etc.) required by the Wire Wall Vendor.

(2) Geotextiles

Provide Type 2 geotextile for separation and retention geotextiles. Provide Type 5a geotextile for geotextile reinforcement with ultimate tensile strengths in accordance with the accepted submittals.

(3) Geogrid and Geostrip Reinforcement

Use geogrids with a roll width of at least 4 feet. Use geogrids for geogrid reinforcement and geostrips for geostrip reinforcement with an "approved" status code in accordance with the NCDOT Geosynthetic Reinforcement Evaluation Program. The list of approved geogrids and geostrips is available from:

https://connect.ncdot.gov/resources/Geological/Pages/Products.aspx

Provide geogrids and geostrips with design strengths in accordance with the accepted submittals. Geogrids and geostrips are approved for short-term design strengths (3-year design life) in the machine direction (MD) and cross-machine direction (CD) based on material type. Define material type from the website above for shoring backfill as follows:

Material Type	Shoring Backfill
Borrow	A-2-4 Soil
Fine Aggregate	Class II, Type 1 or Class III Select Material
Coarse Aggregate	Class V or VI Select Material

(4) Welded Wire Grid and Metallic Strip Reinforcement

Provide welded wire grid and metallic strip reinforcement supplied by the Wire Wall Vendor or a manufacturer approved or licensed by the vendor. Use welded wire grid reinforcement ("mesh", "mats" and "ladders") that meet Article 1070-3 of the *Standard Specifications* and metallic strip reinforcement ("straps") that meet ASTM A572 or A1011.

Preconstruction Requirements

(A) Concrete Barrier

Define "clear distance" behind concrete barrier as the horizontal distance between the barrier and edge of pavement. The minimum required clear distance for concrete barrier is shown in the plans. At the Contractor's option or if the minimum required clear distance is not available, set concrete barrier next to and up against traffic side of temporary shoring except for barrier above temporary walls. Concrete barrier with the minimum required clear distance is required above temporary walls.

(B) Temporary Guardrail

Define "clear distance" behind temporary guardrail as the horizontal distance between guardrail posts and temporary shoring. At the Contractor's option or if clear distance for

cantilever, braced and anchored shoring is less than 4 feet, attach guardrail to traffic side of shoring as shown in the plans. Place ABC in clear distance and around guardrail posts instead of pavement. Do not use temporary guardrail above temporary walls.

(C) Temporary Shoring Designs

Before beginning temporary shoring design, survey existing ground elevations in the vicinity of shoring locations to determine actual design heights (H). Submit PDF files of working drawings and design calculations for temporary shoring designs in accordance with Article 105-2 of the *Standard Specifications*. Submit working drawings showing plan views, shoring profiles, typical sections and details of temporary shoring design and construction sequence. Do not begin shoring construction until a design submittal is accepted.

Have cantilever and braced shoring designed, detailed and sealed by an engineer licensed in the state of North Carolina. Use a prequalified Anchored Wall Design Consultant to design anchored shoring. Provide anchored shoring designs sealed by a Design Engineer approved as a Geotechnical Engineer (key person) for an Anchored Wall Design Consultant. Include details in anchored shoring working drawings of anchor locations and lock-off loads, unit grout/ground bond strengths for ground anchors or minimum installation torque and torsional strength rating for helical anchors and if necessary, obstructions extending through shoring or interfering with anchors. Include details in the anchored shoring construction sequence of pile and anchor installation, excavation and anchor testing.

Provide temporary wall designs sealed by a Design Engineer licensed in the state of North Carolina and employed or contracted by the Temporary Wall Vendor. Include details in temporary wall working drawings of geotextile and reinforcement types, locations and directions and obstructions extending through walls or interfering with reinforcement.

(1) Soil Parameters

Design temporary shoring for the assumed soil parameters and groundwater or flood elevations shown in the plans. Assume the following soil parameters for shoring backfill:

(a) Unit weight (γ) = 120 pcf,

(b)

Friction Angle (ϕ)	**Shoring Backfill**
30°	A-2-4 Soil
34°	Class II, Type 1 or Class III Select Material
38°	Class V or VI Select Material

(c) Cohesion (c) = 0 psf.

(2) Traffic Surcharge

Design temporary shoring for a traffic surcharge of 250 pounds per square foot if traffic will be above and within H of shoring. This traffic surcharge does not apply to construction traffic. Design temporary shoring for any construction surcharge if construction traffic will be above and within H of shoring. Design temporary shoring for a traffic (live load) surcharge in accordance with Article 11.5.6 of the *AASHTO LRFD Bridge Design Specifications*.

(3) Cantilever, Braced and Anchored Shoring Designs

Use shoring backfill for fill sections and voids between cantilever, braced and anchored shoring and the critical failure surface. Use concrete or Type 1 grout for embedded portions of drilled-in H-piles. Do not use drilled-in sheet piles.

Define "top of shoring" for cantilever, braced and anchored shoring as where the grade intersects the back of sheet piles or H-piles and timber lagging. Design cantilever, braced and anchored shoring for a traffic impact load of 2,000 pounds per foot applied 18 inches above top of shoring if concrete barrier is above and next to shoring or temporary guardrail is above and attached to shoring. Extend cantilever, braced and anchored shoring at least 32 inches above top of shoring if shoring is designed for traffic impact. Otherwise, extend shoring at least 6 inches above top of shoring.

Design cantilever, braced and anchored shoring for a maximum deflection of 3 inches if the horizontal distance to the closest edge of pavement or structure is less than H. Otherwise, design shoring for a maximum deflection of 6 inches. Design cantilever and braced shoring in accordance with the plans and *AASHTO Guide Design Specifications for Bridge Temporary Works*.

Design anchored shoring in accordance with the plans and Article 11.9 of the *AASHTO LRFD Bridge Design Specifications*. Use a resistance factor of 0.80 for tensile resistance of anchors with bars, strands or shafts. Extend the unbonded length for ground anchors and the shallowest helix for helical anchors at least 5 feet behind the critical failure surface. Do not extend anchors beyond right-of-way or easement limits. If existing or future obstructions such as foundations, guardrail posts, pavements, pipes, inlets or utilities will interfere with anchors, maintain a clearance of at least 6 inches between obstructions and anchors.

(4) Temporary Wall Designs

Use shoring backfill in the reinforced zone of temporary walls. Separation geotextiles are required between shoring backfill and backfill, natural ground or culverts along the sides of the reinforced zone perpendicular to the wall face. For Class V or VI select material in the reinforced zone, separation geotextiles are also required between shoring backfill and backfill or natural ground on top of and at the back of the reinforced zone.

Design temporary walls in accordance with the plans and Article 11.10 of the *AASHTO LRFD Bridge Design Specifications*. Embed temporary walls at least 18

inches except for walls on structures or rock as determined by the Engineer. Use a uniform reinforcement length throughout the wall height of at least 0.7H or 6 feet, whichever is longer. Extend the reinforced zone at least 6 inches beyond end of reinforcement. Do not locate the reinforced zone outside right-of-way or easement limits.

Use the simplified method for determining maximum reinforcement loads in accordance with the AASHTO LRFD specifications. For geotextile reinforcement, use geotextile properties approved by the Department or default values in accordance with the AASHTO LRFD specifications. For geogrid and geostrip reinforcement, use approved geosynthetic reinforcement properties available from the website shown elsewhere in this provision. Use geosynthetic properties for the direction reinforcement will be installed, a 3-year design life and shoring backfill to be used in the reinforced zone.

Do not use more than 4 different reinforcement strengths for each temporary geosynthetic wall. Design temporary geotextile walls for a reinforcement coverage ratio (R_c) of 1.0. For temporary geogrid walls with an R_c of less than 1.0, use a maximum horizontal clearance between geogrids of 3 feet and stagger reinforcement so geogrids are centered over gaps in the reinforcement layer below.

For temporary geosynthetic walls, use “L” shaped welded wire facing with 18 to 24 inch long legs. Locate geosynthetic reinforcement so reinforcement layers are at the same level as the horizontal legs of welded wire facing. Use vertical reinforcement spacing equal to facing height. Wrap geotextile or geogrid reinforcement behind welded wire facing and extend reinforcement at least 3 feet back behind facing into shoring backfill. Attach geostrip reinforcement to welded wire facing with a connection approved by the Department.

For temporary wire walls with separate reinforcement and facing components, attach welded wire grid or metallic strip reinforcement to welded wire facing with a connection approved by the Department. For temporary geogrid, geostrip and wire walls, retain shoring backfill at welded wire facing with retention geotextiles and extend geotextiles at least 3 feet back behind facing into backfill.

(D) Preconstruction Meeting

The Engineer may require a shoring preconstruction meeting to discuss the construction, inspection and testing of the temporary shoring. If required and if this meeting occurs before all shoring submittals have been accepted, additional preconstruction meetings may be required before beginning construction of temporary shoring without accepted submittals. The Resident, District or Bridge Maintenance Engineer, Area Construction Engineer, Geotechnical Operations Engineer, Contractor and Shoring Contractor Superintendent will attend preconstruction meetings.

Construction Methods

Control drainage during construction in the vicinity of shoring. Direct run off away from shoring and shoring backfill. Contain and maintain backfill and protect material from erosion.

Install positive protection in accordance with the contract and accepted submittals. Use PCB in accordance with Section 1170 of the *Standard Specifications* and *Roadway Standard Drawing* No. 1170.01. Use temporary guardrail in accordance with Section 862 of the *Standard Specifications* and *Roadway Standard Drawing* Nos. 862.01, 862.02 and 862.03.

(A) Tolerances

Construct shoring with the following tolerances:

(1) Horizontal wires of welded wire facing are level in all directions,

(2) Shoring location is within 6 inches of horizontal and vertical alignment shown in the accepted submittals, and

(3) Shoring plumbness (batter) is not negative and within 2 degrees of vertical.

(B) Cantilever, Braced and Anchored Shoring Installation

If overexcavation behind cantilever, braced or anchored shoring is shown in the accepted submittals, excavate before installing piles. Otherwise, install piles before excavating for shoring. Install cantilever, braced or anchored shoring in accordance with the construction sequence shown in the accepted submittals. Remove piles and if applicable, timber lagging when shoring is no longer needed.

(1) Pile Installation

Install piles with the minimum required embedment and extension in accordance with Subarticles 450-3(D) and 450-3(E) of the *Standard Specifications* except that a pile driving equipment data form is not required. Piles may be installed with a vibratory hammer as approved by the Engineer.

Do not splice sheet piles. Use pile excavation to install drilled-in H-piles. After filling holes with concrete or Type 1 grout to the elevations shown in the accepted submittals, remove any fluids and fill remaining portions of holes with flowable fill. Cure concrete or grout at least 7 days before excavating.

Notify the Engineer if refusal is reached before pile excavation or driven piles attain the minimum required embedment. When this occurs, a revised design submittal may be required.

(2) Excavation

Excavate in front of piles from the top down in accordance with the accepted

submittals. For H-piles with timber lagging and braced and anchored shoring, excavate in staged horizontal lifts with a maximum height of 5 feet. Remove flowable fill and material in between H-piles as needed to install timber lagging. Position lagging with at least 3 inches of contact in the horizontal direction between the lagging and pile flanges. Do not excavate the next lift until timber lagging for the current lift is installed and if applicable, bracing and anchors for the current lift are accepted. Backfill behind cantilever, braced or anchored shoring with shoring backfill.

(3) Anchor Installation

If applicable, install foundations located behind anchored shoring before installing anchors. Fabricate and install ground anchors in accordance with the accepted submittals, Articles 6.4 and 6.5 of the *AASHTO LRFD Bridge Construction Specifications* and the following unless otherwise approved:

(a) Materials in accordance with this provision are required instead of materials conforming to Articles 6.4 and 6.5.3 of the AASHTO LRFD Specifications,

(b) Encapsulation-protected ground anchors in accordance with Article 6.4.1.2 of the AASHTO LRFD specifications are not required, and

(c) Corrosion protection for unbonded lengths of ground anchors and anchorage covers are not required.

(d) Mix and place neat cement grout in accordance with Subarticles 1003-5, 1003-6 and 1003-7 of the *Standard Specifications*. Measure grout temperature, density and flow during grouting with at least the same frequency grout cubes are made for compressive strength. Perform density and flow field tests in the presence of the Engineer in accordance with American National Standards Institute/American Petroleum Institute Recommended Practice 13B-1 (Section 4, Mud Balance) and ASTM C939 (Flow Cone), respectively.

Install helical anchors in accordance with the accepted submittals and Anchor Manufacturer's instructions. Measure torque during installation and do not exceed the torsional strength rating of the helical anchor. Attain the minimum required installation torque and penetration before terminating anchor installation. When replacing a helical anchor, embed last helix of the replacement anchor at least 3 helix plate diameters past the location of the first helix of the previous anchor.

(4) Anchor Testing

Proof test and lock-off anchors in accordance with the accepted submittals and Article 6.5.5 of the *AASHTO LRFD Bridge Construction Specifications* except for the acceptance criteria in Article 6.5.5.5. For the AASHTO LRFD specifications,

"ground anchor" refers to a ground or helical anchor and "tendon" refers to a bar, strand or shaft.

(a) Anchor Acceptance

Anchor acceptance is based in part on the following criteria.

(i) For ground and helical anchors, total movement is less than 0.04 inches between the 1 and 10 minute readings or less than 0.08 inches between the 6 and 60 minute readings.
(ii) For ground anchors, total movement at maximum test load exceeds 80% of the theoretical elastic elongation of the unbonded length.

(b) Anchor Test Results

Submit PDF files of anchor test records including movement versus load plots for each load increment within 24 hours of completing each row of anchors. The Engineer will review the test records to determine if the anchors are acceptable.

If the Engineer determines an anchor is unacceptable, revise the anchor design or installation methods. Submit a revised anchored shoring design for acceptance and provide an acceptable anchor with the revised design or installation methods. If required, replace the anchor or provide additional anchors with the revised design or installation methods.

(C) Temporary Wall Installation

Excavate as necessary for temporary walls in accordance with the plans and accepted submittals. If applicable, install foundations located in the reinforced zone before placing shoring backfill or reinforcement unless otherwise approved. Notify the Engineer when foundation excavation is complete. Do not place shoring backfill or reinforcement until excavation dimensions and foundation material are approved.

Erect welded wire facing so the wall position is as shown in the plans and accepted submittals. Set welded wire facing adjacent to each other in the horizontal and vertical direction to completely cover the wall face with facing. Stagger welded wire facing to create a running bond by centering facing over joints in the row below.

Attach geostrip reinforcement to welded wire facing and wrap geotextile reinforcement and retention geotextiles behind welded wire facing as shown in the plans and accepted submittals. Cover geotextiles with at least 3" of shoring backfill. Overlap adjacent geotextile reinforcement and retention and separation geotextiles at least 18 inches with seams oriented perpendicular to the wall face. Hold geotextiles in place with wire staples or anchor pins as needed.

Place reinforcement within 3 inches of locations shown in the plans and accepted submittals. Before placing shoring backfill, pull geosynthetic reinforcement taut so it is

in tension and free of kinks, folds, wrinkles or creases. Install reinforcement with the direction shown in the plans and accepted submittals. For temporary wire walls with separate reinforcement and facing components, attach welded wire grid or metallic strip reinforcement to welded wire facing as shown in the accepted submittals. Do not splice or overlap reinforcement so seams are parallel to the wall face. Contact the Engineer when unanticipated existing or future obstructions such as foundations, pavements, pipes, inlets or utilities will interfere with reinforcement.

Place shoring backfill in the reinforced zone in 8 to 10 inch thick lifts. Compact A-2-4 soil and Class II, Type 1 and Class III select material in accordance with Subarticle 235-3(C) of the *Standard Specifications*. Use only hand operated compaction equipment to compact backfill within 3 feet of welded wire facing. At a distance greater than 3 feet, compact shoring backfill with at least 4 passes of an 8 to 10 ton vibratory roller in a direction parallel to the wall face. Smooth wheeled or rubber tired rollers are also acceptable for compacting backfill. Do not use sheepsfoot, grid rollers or other types of compaction equipment with feet. Do not displace or damage reinforcement when placing and compacting shoring backfill. End dumping directly on geosynthetics is not permitted. Do not operate heavy equipment on reinforcement until it is covered with at least 8 inches of shoring backfill. Replace any damaged reinforcement to the satisfaction of the Engineer.

Backfill for temporary walls outside the reinforced zone in accordance with Article 410-8 of the *Standard Specifications*. Bench temporary walls into the sides of excavations where applicable. For temporary geosynthetic walls with top of wall within 5 feet of finished grade, remove top facing and incorporate top reinforcement layer into fill when placing fill in front of wall. Temporary walls remain in place permanently unless otherwise required.

Measurement and Payment

Temporary Shoring will be measured and paid in square feet. Temporary walls will be measured as the square feet of exposed wall face area. Cantilever, braced or anchored shoring will be measured as the square feet of exposed shoring face area with the shoring height equal to the difference between the top and bottom of shoring elevations. Define “top of shoring” as where the grade intersects the back of sheet piles or H-piles and timber lagging. Define “bottom of shoring” as where the grade intersects front of sheet piles or H-piles and timber lagging. No measurement will be made for any embedment, shoring extension above top of shoring or pavement thickness above temporary walls.

The contract unit price for *Temporary Shoring* will be full compensation for providing shoring designs, submittals and materials, excavating, backfilling, hauling and removing excavated materials and supplying all labor, tools, equipment and incidentals necessary to construct temporary shoring.

No payment will be made for temporary shoring not shown in the plans or required by the Engineer including shoring for OSHA reasons or the Contractor’s convenience. No value engineering proposals will be accepted based solely on revising or eliminating shoring locations shown in the plans or estimated quantities shown in the bid item sheets as a result of actual field

measurements or site conditions.

PCB will be measured and paid in accordance with Article 1170-4 of the *Standard Specifications*. No additional payment will be made for anchoring PCB for temporary shoring. Costs for anchoring PCB will be incidental to temporary shoring.

Temporary guardrail will be measured and paid for in accordance with Article 862-6 of the *Standard Specifications*.

Payment will be made under:

Pay Item	**Pay Unit**
Temporary Shoring	Square Foot

WORK ZONE INSTALLER:

(7-20-21)(Rev. 4-21-26) 1101 SP11 R04

Revise the *Standard Specifications* as follows:

Page 11-4, Article 1101-14 WORK ZONE INSTALLER, lines 25-26, delete the first sentence of the first paragraph and replace with the following:

When temporary traffic control consists of more than flagging operations, the Contractor shall provide the service of at least one qualified work zone installer during the setup, installation, and removal of temporary traffic control within the highway right of way.

TEMPORARY CRASH CUSHIONS:

(4-21-26) 1089, 1160 SP11 R06

Revise the *Standard Specifications* as follows:

Page 10-204, Subarticle 1089-8(A) General, lines 26-29, delete the third and fourth paragraph.

Page 10-204, Subarticle 1089-8(A) General, line 34, delete the last sentence of the fifth paragraph.

Page 11-14, Article 1160-2 MATERIALS, lines 32-35, delete the second and third sentence of the first paragraph.

Page 11-15, Article 1160-3 CONSTRUCTION METHODS, add the following after line 1:

Use a redirective, non-gating temporary crash cushion when adequate space for the lateral displacement of the crash cushion is not available or as required in the TMP.

Page 11-15, Article 1160-3 CONSTRUCTION METHODS, line 7, add the following to the second paragraph:

Temporary crash cushion shall not be placed on an unpaved surface.

CONES:
(3-19-24) 1135 SP11 R35

Revise the *Standard Specifications* as follows:

Page 11-11, Article 1135-3 CONSTRUCTION METHODS, lines 19-20, delete the third sentence of the first paragraph, "Do not use cones in the upstream taper of lane or shoulder closures for multi-lane roadways.".

FLAGGERS:
(12-17-24)(Rev. 12-23-25) 1150 SP11 R50

Revise Section 1150 of the *Standard Specification* as follows:

Page 11-13, Article 1150-1, DESCRIPTION, add the following after line 31:

Alternatively, at the discretion of the Contractor, the Contractor may furnish, install, place in operation, repair, maintain, relocate, and remove remotely controlled Automated Flagging Assistance Devices (AFAD) or Temporary Portable Traffic Signal units (PTS units) to assist, supplement, or replace human flaggers for one-lane, two-way traffic maintenance during construction in accordance with this provision and the *Standard Specifications*.

For the purpose of this provision, an "approach" refers to a single lane of traffic moving in one direction toward a point of control or work zone. Flaggers, AFAD and PTS units are only used to control one lane of approaching traffic in a specific direction.

Page 11-13, Article 1150-2, MATERIALS, add the following after line 34:

Provide documentation to the Engineer that the AFAD or PTS units meets or exceeds the requirements of this special provision and is on the NCDOT APL or ITS and Signals QPL.

(A) Automated Flagging Assistance Devices (AFAD)

(1) AFAD General

Cover the automated gate arm with Department approved Type VII, VIII or IX retroreflective sheeting of vertical alternating red and white stripes at 16 inch intervals measured horizontally. When the gate arm is in the down position the minimum vertical aspect of the arm and sheeting shall be 4 inches. The retroreflectorized sheeting shall be on both sides of the gate arm. With the AFAD parked or positioned 2 feet outside or in a location deemed acceptable for the lane being controlled, the gate arm shall reach at least to the center of the lane but shall not exceed the width of the lane being controlled.

Design the system to be fail-safe. Provide a conflict monitor, malfunction monitoring unit, or similar device that monitors for malfunctions and prevents the display of conflicting indications. This system shall be electronic and operated by remote control.

(2) AFAD Type I System: RED/YELLOW

Provide a Red/Yellow AFAD with at least one set of CIRCULAR RED and CIRCULAR YELLOW lenses in a vertical configuration that are 12 inches in diameter. The bottom of the housing (including brackets) shall be at least 7 feet (2.1 meters) above the pavement.

This system is required to have yellow 12 inch aluminum or polycarbonate vehicle signal heads with 10 inch tunnel visors, backplates, and Light Emitting Diode (LED) modules. Provide signal heads, backplates, and LED modules listed on the ITS and Signals QPL available on the Department's website.

Provide an automated gate arm on the AFAD that descends to a down position across the approaching lane of traffic when the **s**teady CIRCULAR RED lens is illuminated and then ascends to an upright position when the flashing CIRCULAR YELLOW lens is illuminated. The automated gate arm is to be designed such that if a motorist pulls underneath the gate arm while lowering, no damage to the vehicle occurs.

A STOP HERE ON RED (R10-6 or R10-6a) sign shall be installed on the right-hand side of the approach at the point at which drivers are expected to stop when the steady CIRCULAR RED lens is illuminated.

To stop traffic, the AFAD shall transition from the flashing CIRCULAR YELLOW lens by initiating a minimum 5 second steadily illuminated CIRCULAR YELLOW lens followed by the CIRCULAR RED lens.

Once the CIRCULAR RED lens is displayed, the system is to have a minimum 2 second delay between the time the steady CIRCULAR RED is displayed and the time the gate arm begins to lower. The maximum delay between CIRCULAR RED and the time the gate arm lowers is 4 seconds. To permit stopped road users to proceed, the AFAD shall display the flashing CIRCULAR YELLOW lens and the gate arm shall be placed in the upright position.

Ensure the system monitors for a lack of yellow or red signal voltage, total loss of indication in any direction, presence of multiple indications on any approach and low power conditions.

Additional sets of CIRCULAR RED and CIRCULAR YELLOW lenses located over the roadway or on the left side of the approach and operated in unison with the primary set, may be used to improve visibility of the AFAD. If the set of lenses is located over any portion of the roadway that can be used by motor vehicles, the bottom of the housing (including brackets) shall be at least 15 feet (4.6 meters) above the pavement.

(3) AFAD Type II System: STOP/SLOW

Provide STOP/SLOW signs that are octagonal in shape, made of rigid material, and at least 36 inch x 36 inch in size. Letters shall be a minimum of 8 inches high. The STOP face shall have a red background with white letters and border.

The SLOW face shall be diamond shaped, orange, or yellow background with black letters and border. Cover both faces in a Department approved Type VII, VIII or IX retroreflective sheeting. The minimum mounting height for the sign faces shall be 7 feet above the pavement to the bottom of the sign.

The AFAD's STOP/SLOW signs shall be supplemented with active conspicuity devices by incorporating a stop beacon (red lens) and a warning beacon (yellow lens). The stop beacon shall be no more than 24 inches above the STOP face. Mount the warning beacon no more than 24 inches above or beside of the SLOW face. Except for the mounting locations, the beacons shall conform to the provisions of Chapter 4L of the MUTCD and have 12 inch signal lenses.

Strobe/flashing lights are an acceptable alternative to flashing beacons. If utilized, they shall be either white or red flashing lights located within the STOP face and white or yellow flashing lights within the SLOW face and conform to the provisions of Chapter 6D of the MUTCD. If used, the lens diameter shall be a minimum of 5 inches with a minimum height of 6 inches. Equip strobes/flashing lights for both dual and quad flash patterns.

Type B warning lights shall not be used in lieu of the beacons or the strobe lights.

The faces of the AFADs STOP/SLOW sign may include louvers. If louvers are used, design the louvers such that the aspect of the sign face to approaching traffic is a full sign face at a distance of 50 feet or greater.

A WAIT ON STOP (R1-7) sign and a GO ON SLOW (R1-8) sign shall be displayed to traffic approaching the AFAD. Position signs on the same support structure as the AFAD. Both signs shall have black legends and borders on white Type III sheeting backgrounds. Each of these signs shall be rectangular in shape and be at least 24 inch x 30 inch size with letters at least 6 inches high.

Provide an automated gate arm on the AFAD that descends to a down position across the approaching lane of traffic when the STOP face is displayed and then ascends to an upright position when the SLOW face is displayed.

The automated gate arm is to be designed such that if a motorist pulls underneath the gate arm while lowering, no damage to the vehicle occurs.

A STOP HERE ON RED (R10-6 or R10-6a) sign shall be installed on the right-hand side of the approach at the point at which drivers are expected to stop when the STOP face is displayed.

When approaching motorists are to proceed, display the SLOW face and the warning beacon or strobes are to flash on the AFAD. When approaching motorists are will be stopped, display the STOP face and the stop beacon or strobes are to flash on the AFAD.

To stop traffic, the AFAD will transition from the SLOW face to the STOP face by initiating a minimum 5 second change cycle. First, the warning beacon is to be

steadily illuminated for the change cycle. If strobes are used in lieu of a warning beacon, they are to be placed in the quad flash pattern. At the end of the change cycle, the STOP face is to be displayed with the stop beacon flashing and the warning beacon or strobes are to stop flashing. Once the STOP face is displayed, the system is to have a minimum 2 second delay between the time the STOP face is displayed and the time the gate arm begins to lower. The maximum delay between the time the STOP face is displayed and the time the gate arm lowers is 4 seconds.

To permit stopped road users to proceed, the gate arm shall be placed in the upright position and the AFAD shall display the SLOW face and the warning beacon or strobes are to flash in the dual flash pattern.

Do not flash the stop beacon when the SLOW face is displayed, and do not flash the warning beacon when the STOP face is displayed.

(B) Portable Traffic Signals (PTS) Units

Provide PTS units with at least one set of CIRCULAR RED, CIRCULAR YELLOW, and CIRCULAR GREEN lenses in a vertical configuration that are 12 inch diameter aluminum or polycarbonate vehicle signal heads with 10 inch tunnel visors, backplates, and Light Emitting Diode (LED) modules. All signal heads, tunnel visors, and backplates shall be yellow in color.

The bottom of the housing (including brackets) shall be at least 7 feet above the pavement for single set units. Additional signal heads on units with more than one signal head shall be capable of extending over the travel lane.

Communication Requirements

All PTS units within the signal set up systems shall maintain communication at all times by either hardwire cable or wireless radio link communication. If the hardwire cable communication is utilized the communication cable shall be deployed in a manner that will not intrude in the direct work area of the project or obstruct vehicular and pedestrian traffic. Utilize radio communication with 900MHz frequency band and frequency hopping capability. The radio link communication system shall have a minimum range of 1 mile.

Fault Mode Requirements

Revert PTS units to a flashing red mode upon system default unless otherwise specified by the Engineer. Equip the PTS units with a remote monitoring system. Where cell communication availability exists, the remote monitoring system shall adhere to the remote monitoring system section of this provision.

Remote Monitoring System

The remote monitoring system (RMS) shall be capable of reporting signal location, battery voltage / battery history and system default. Provide a password protected website viewable from any computer with internet capability for the RMS. In the event of a system default, the RMS shall provide specific information concerning the cause of the system default (i.e. red lamp on signal number 1). Equip the RMS with a mechanism capable of immediately contacting a minimum of three previously designated individuals via text messaging and/or email upon a default.

The running program operating the PTS units shall be always available and viewable through the RMS website. Maintain a history of the RMS operating system in each signal including operating hours and events and the location of the PTS units.

Trailer / Cart

The AFAD and PTS units may be mounted on either a trailer or a moveable cart system.

Finish all exterior metal surfaces with Federal orange enamel per AMS-STD-595, color chip ID# 13538 or 12473 respectively with a minimum paint thickness of 2.5 mils (64 microns).

Design and test the AFAD or PTS units trailer / cart to withstand an 80 MPH wind load while in the operational position. Provide independent certification that the assembly meets the design wind load.

Equip the AFAD or PTS units with leveling jacks capable of stabilizing the unit in a horizontal position when located on slopes 6:1 or flatter.

Equip trailers in compliance with North Carolina Law governing motor vehicles and include a 12-volt trailer lighting system complying *with Federal Motor Carrier Safety Regulations 393*, safety chains and a minimum 2 inch ball hitch.

Provide a minimum 4 inch wide strip of fluorescent conspicuity sheeting retroreflective sheeting to the frame of the trailer. Apply the sheeting to all sides of the trailer. The sheeting shall meet the ASTM requirements of Type VII, VIII or IX.

Power System

Design the systems to operate both with and without an external power source. Furnish transmitters, generators, batteries, controls and all other components necessary to operate the device.

Provide equipment that is solar powered and supplemented with a battery backup system that includes a minimum 110/120 VAC powered on-board charging system capable of powering the unit for 7 continuous days with no solar power. Each unit shall also be capable of being powered by standard 110/120 VAC power sources, if applicable.

Locate batteries and electronic controls in a locked, weather and vandal resistant housings.

Page 11-14, Article 1150-3, CONSTRUCTION METHODS, add the following after line 11:

Flaggers shall have a path to escape an errant approaching vehicle at all times, unimpeded by barrier, guardrail, guiderail, parked vehicles, construction materials, slopes steeper than 2:1, or any other obstruction at all times. If an unimpeded path cannot be maintained, the Contractor shall use AFAD or PTS units in lieu of a flagger.

Provide documentation to the Engineer prior to deploying the device that the AFAD or PTS units operator(s) are qualified flagger(s) that have been properly trained through an NCDOT approved training agency or other NCDOT approved training provider and that the qualified flagger(s) have received manufacturer training to operate that specific device. This training shall include proper installation, remote control operation, central control systems and maintenance of the AFAD or PTS units. The training shall take place off the project site where training conditions are removed from live traffic. The documentation shall include the names of the authorized trainer, the trainees, the device on which they have been trained and the date of the training. Provide updated documentation to the Engineer prior to deploying any additional operators.

Install advance warning signs and operate AFADs in accordance with the attached detail drawings in this provision.

Install advance warning signs and operate PTS units in accordance with *NCDOT Roadway Standard Drawings* No. 1101.02, Sheet 17.

AFAD and PTS units shall only be used in situations where there is only one lane of approaching traffic in the direction to be controlled. **At no time shall an AFAD unit controlling traffic through the work area be placed in an autonomous mode and/or left unattended.**

Signal timing and operation of PTS units shall be field verified and accepted by the Engineer before use.

Do not use AFAD or PTS units in locations where queueing from the AFAD or PTS units will extend to within 150 feet of a signalized intersection or railroad crossing. Do not use AFAD and PTS units as a substitute for or a replacement for a continuously operating temporary traffic control signal as described in Section 6F.84 of the MUTCD.

If used at night, illuminate each AFAD or PTS units as described in Section 6D of the MUTCD.

Provide a complete AFAD or PTS units that is capable of being relocated as traffic conditions demand.

If AFADs or PTS units become inoperative, be prepared at all times to replace the unit with the same type and model of AFAD or PTS units, revert to human flagging operations or terminate all construction activities requiring the use of the AFAD or PTS units until the AFAD or PTS units become operative or qualified human flaggers are available.

When the work requiring the AFAD or PTS units is not pursued for 30 minutes or longer, power off each AFAD or PTS units. Removed the AFAD or PTS units from the travel lane and relocated to a minimum of 5 feet from the edge line. AFAD gate arms shall be in the upright position. Remove all traffic control devices from the road, place two cones by each AFAD or PTS units and all signs associated with the lane closure operation shall be removed or laid down. At the end of each workday, remove all AFADs or PTS units from the roadway and shoulder areas.

Ensure the system's wireless communication links continuously monitor and verify proper transmission and reception of data used to monitor and control each AFAD or PTS units. Ensure ambient mobile or other radio transmissions or adverse weather conditions do not affect the system.

In the event of a loss of communications, immediately display the flashing RED or STOP indication on all AFAD or PTS units.

AFAD Specific Construction Methods

The flagger/operator controlling the AFAD units shall be on the project site at all times. If multiple AFAD units are used, one AFAD unit shall be the Main AFAD unit and all other units shall be remote AFAD units. Ensure that each device meets the physical display and operational characteristics as specified in the MUTCD.

Multiple AFAD units may be controlled with **one** flagger/operator when the AFAD units meet each of the following requirements:

(1) AFAD units are spaced no greater than the manufacturer's recommendations.

(2) Both AFAD units can be seen at the same time from the flagger/operator's position, or the AFAD is operating on its own secure network with malfunction detection and notification to the flagger/operator.

(3) The flagger/operator has an unobstructed view of approaching traffic in both directions from the flagger/operator position or the AFAD is operating on its own secure network, with cameras that provide the flagger/operator an unobstructed view of approaching traffic from both directions. The flagger/operator may control the AFAD units from a pilot vehicle.

If any of the above requirements are not met, flagger/operator control each AFAD unit.

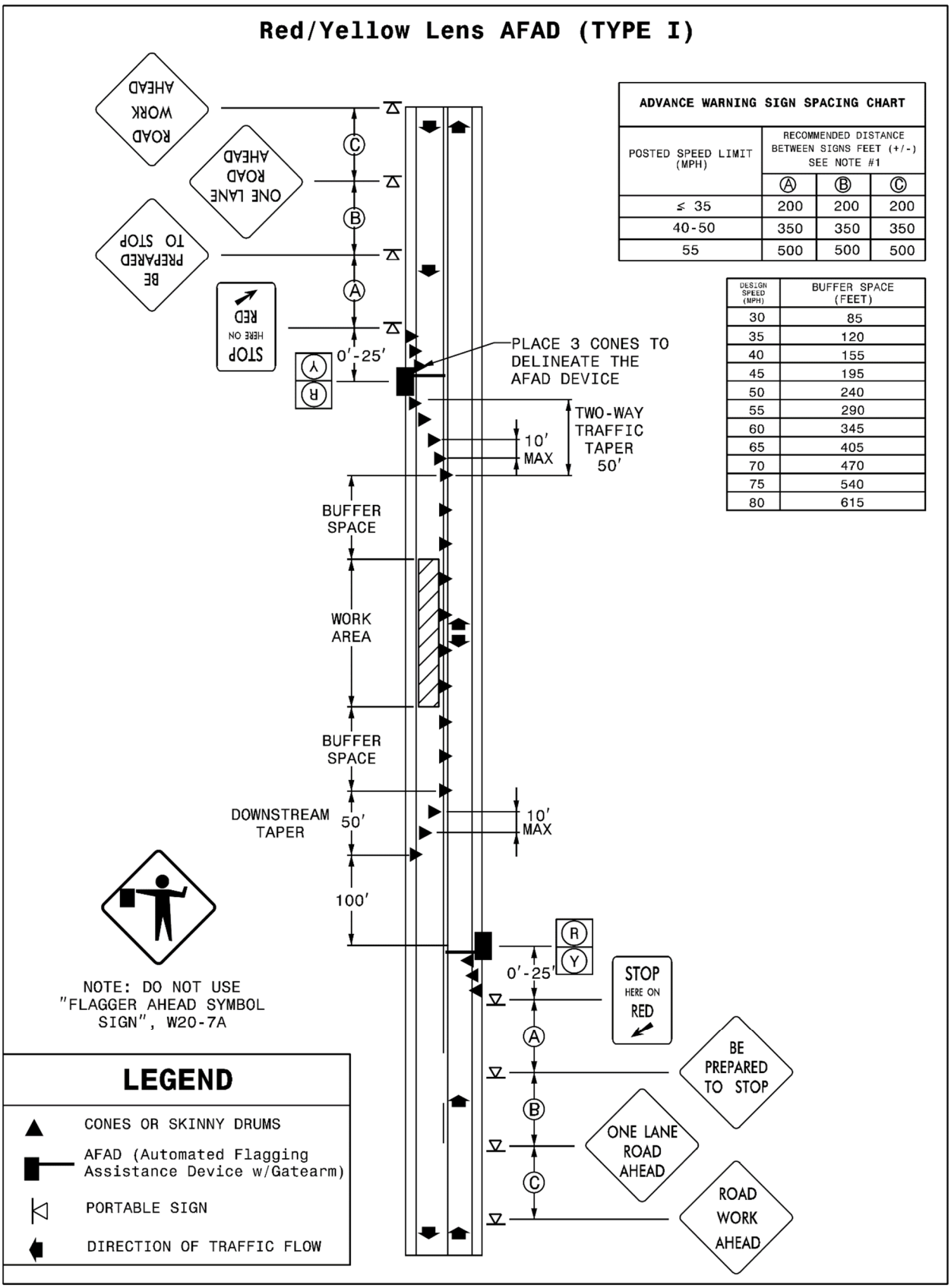
AFAD operators may either control traffic at side streets or driveways between the AFAD units or operate the pilot car while operating the AFAD system if approved by the Engineer. AFAD units must continue to be within clear sight of the operator during these work activities.

Page 11-14, Article 1150-4, MEASUREMENT AND PAYMENT, add the following after line 24:

Each AFAD or PTS unit will be measured and paid for as *Flaggers* paid by day in accordance with Article 1150-4 of the *Standard Specifications*. Where the pay item for *Flaggers* is not included in the original contract then no separate payment will be made for this item and payment will be included in the lump sum price bid for *Temporary Traffic Control* found elsewhere in this contract. Each approach controlled by AFAD or PTS units will be measured and paid as one flagger, irrespective of the number of devices used. If multiple PTS units are required to control a single approach, these units will collectively be considered as replacing one flagger.

No separate measurement or payment will be made for AFAD or PTS unit operators, as the cost of such including their training and operational costs shall be included in the unit or lump sum price for *Flaggers* or *Temporary Traffic Control*. Such price and payment also includes the relocation, maintenance, and removal during repair periods of AFAD or PTS units as well as the signal controller, communication, vehicle detection system, traffic signal software of PTS units and any other incidentals necessary to complete the work.

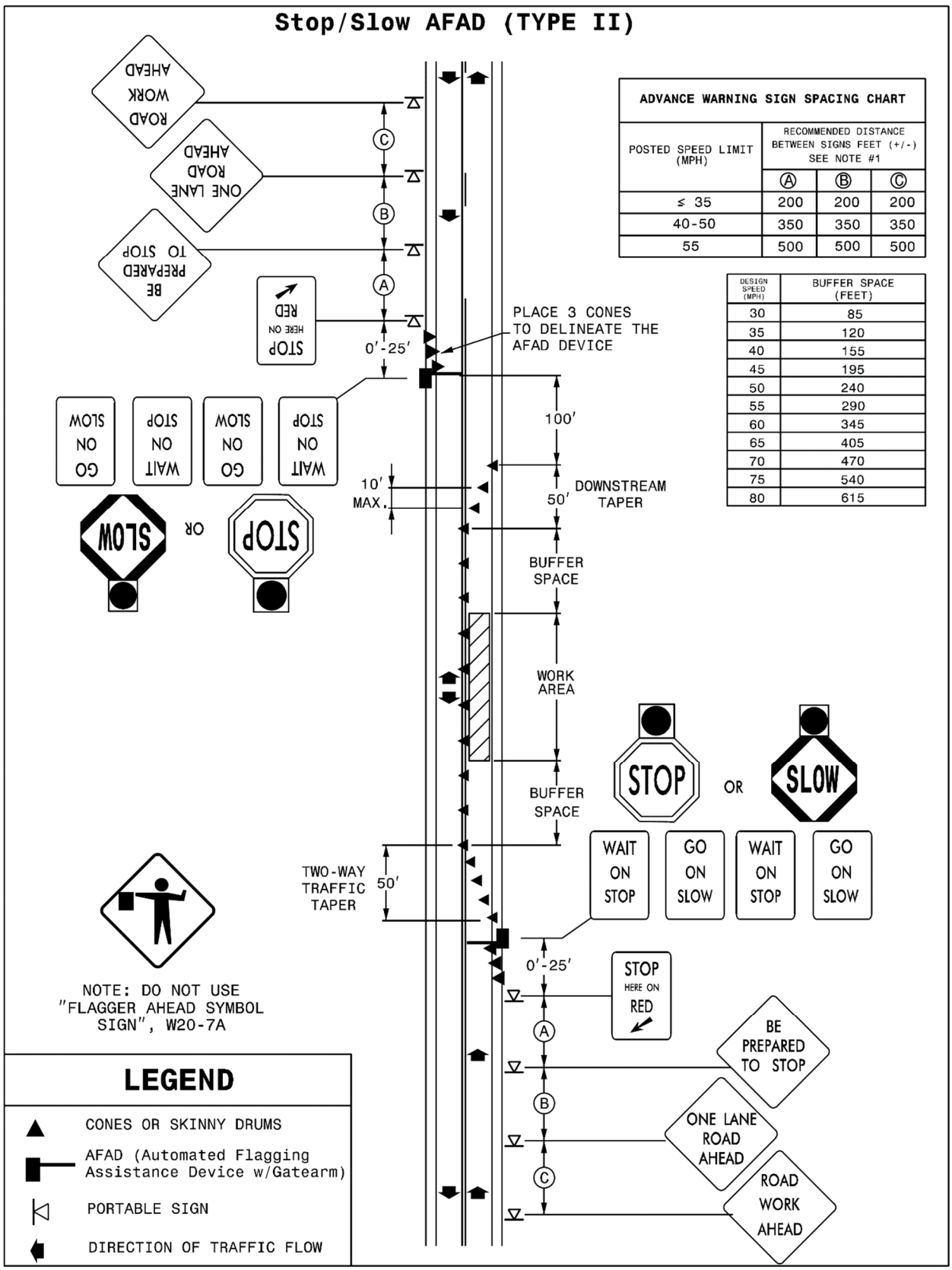
Red/Yellow Lens AFAD (TYPE I)



ADVANCE WARNING SIGN SPACING CHART			
POSTED SPEED LIMIT (MPH)	RECOMMENDED DISTANCE BETWEEN SIGNS FEET (+/-) SEE NOTE #1		
	Ⓐ	Ⓑ	Ⓒ
≤ 35	200	200	200
40-50	350	350	350
55	500	500	500

DESIGN SPEED (MPH)	BUFFER SPACE (FEET)
30	85
35	120
40	155
45	195
50	240
55	290
60	345
65	405
70	470
75	540
80	615

Stop/Slow AFAD (TYPE II)



ADVANCE WARNING SIGN SPACING CHART

POSTED SPEED LIMIT (MPH)	RECOMMENDED DISTANCE BETWEEN SIGNS FEET (+/-) SEE NOTE #1		
	Ⓐ	Ⓑ	Ⓒ
≤ 35	200	200	200
40-50	350	350	350
55	500	500	500

DESIGN SPEED (MPH)	BUFFER SPACE (FEET)
30	85
35	120
40	155
45	195
50	240
55	290
60	345
65	405
70	470
75	540
80	615

PORTABLE CONCRETE BARRIER:
(12-17-24) 1170 SP11 R70

Revise the *Standard Specifications* as follows:

Page 11-17, Subarticle 1170-3(A)(1) Portable Concrete Barrier, after line 25, add the following:

For MASH approved F-Shape K-Wall, install anchorage transitions between unanchored portable concrete barrier and temporary crash cushions, and between unanchored portable concrete barrier and portable concrete barrier (anchored) as shown in the *Roadway Standard Drawings,* No. 1170.01.

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 16, after the second sentence of the first paragraph add the following:

Crash cushion to unanchored concrete requires a transition

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 13, delete and replace "*Portable Concrete Barrier (____)*" with "*Portable Concrete Barrier*".

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 16, after the second sentence of the first paragraph add the following:

As shown in the *Roadway Standard Drawings,* No. 1170.01, anchorage transition sections between *Portable Concrete Barrier* and *Temporary Crash Cushions* as found in Section 1160 will be measured and paid as *Portable Concrete Barrier*. No additional payment will be made for equipment, materials or labor to meet the anchorage transition requirements.

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 16, after the first paragraph add the following:

Portable Concrete Barrier (Anchored) will be measured and paid as the maximum number of linear feet furnished, satisfactorily installed, accepted by the Engineer, maintained and removed, at any one time during the life of the project, including anchorage transition sections between portable concrete barrier and portable concrete barrier (anchored) as shown in the Roadway Standard Drawings, No. 1170.01. Measurement will be made by counting the number of barrier units used and multiplying by the length of a unit.

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 21, delete and replace "*Remove and Reset Portable Concrete Barrier (____)*" with "*Remove and Reset Portable Concrete Barrier*".

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 24, after the second sentence of the third paragraph add the following:

As shown in the *Roadway Standard Drawings,* No. 1170.01, anchorage transition sections between *Portable Concrete Barrier* and *Temporary Crash Cushions* as found in Section 1160 will be measured and paid as *Remove and Reset Portable Concrete Barrier*. No additional

payment will be made for equipment, materials or labor to meet the anchorage transition requirements.

Page 11-19, Article 1170-4 MEASUREMENT AND PAYMENT, line 28, after the third paragraph add the following:

Remove and Reset Portable Concrete Barrier (Anchored) will be measured and paid as the number of linear feet of barrier moved from one location on the project to another location on the project, including anchorage transition sections between portable concrete barrier and portable concrete barrier (anchored) as shown in the Roadway Standard Drawings, No. 1170.01. Measurement will be made by counting the number of barrier units moved during any one move and multiplying by the length of a unit. Where barrier units are moved more than once, each move will be measured separately. Whenever the Engineer directs the Contractor to move barrier units from an installed location to a stockpile either on or off the project and then back to another installed location, the complete move from the first installed location to the next installed location will be measured as 2 moves.

PAVEMENT MARKINGS:

(5-19-26)(Rev. 11-17-26) 1087, 1205 SP12 R04

Revise the *Standard Specifications* as follows:

Page 10-185, Subarticle 1087-2(A) Paint Composition, line 15, replace "TT--P-1952" with "TT--P-1952, Type III".

Page 10-185, Subarticle 1087-2(C) Thermoplastic Composition, lines 28-33, replace the first through third paragraph and the table with the following:

(C) Thermoplastic and Integrated Multipolymer (IMP) Composition

Use thermoplastic alkyd/maleic pavement markings composed of the materials in Table 1087-1A and integrated multipolymer markings composed of the materials in Table 1087-1B.

TABLE 1087-1A
PHYSICAL PROPERTIES
OF THERMOPLASTIC PAVEMENT MARKINGS

Component	By Weight
Alkyd/Maleic Binder	18.0% Min
Premixed Glass Beads (AASHTO M 247 – 50% Type 3 and 50% Type 1)	40.0% Min
Titanium Dioxide Pigment (ASTM D476 Type 2)	10.0% Min. (white) 1.5% Min. (yellow)

TABLE 1087-1B
PHYSICAL PROPERTIES
OF INTEGRATED MULTIPOLYMER (IMP) PAVEMENT MARKINGS

Component	By Weight
Binder	21.0% Min
Premixed Glass Beads (AASHTO M 247 – 50% Type 3 and 50% Type 1)	40.0% Min
Titanium Dioxide Pigment (ASTM D476 Type 2)	10.0% Min. (white only)
Inert Filler	15% Max white / 24% Max Yellow

Use white material that does not contain anatase titanium dioxide pigment. Use yellow material that does not contain any intentionally added lead chromate.

Calcium carbonate and inert fillers may be used by the manufacturer, providing all other qualifications are met.

Page 10-185, Subarticle 1087-2(C) Thermoplastic Composition, line 34, replace "thermoplastic" with "material".

Page 10-185, Subarticle 1087-2(C) Thermoplastic Composition, line 36, replace "alkyd/maleic binder" with "binder".

Page 10-185, Subarticle 1087-2(C) Thermoplastic Composition, line 38, replace "maleic-modified glycerol of resin" with "rosin ester".

Page 10-186, Subarticle 1087-2(C) Thermoplastic Composition, insert the following paragraph after line 2:

The integrated multipolymer binder shall consist of a mixture of modified rosin ester, polyamide and a copolymer (e.g. EVA) with waxes and/or plasticizers. At least 3% of the total formulation weight shall be 100% polyamide. The binder shall contain no petroleum hydrocarbon resins.

Page 10-186, Subarticle 1087-2(C) Thermoplastic Composition, lines 3, 6, 9 and 11, replace "thermoplastic material" with "material".

Page 10-186, Article 1087-3 COLOR, after line 27, replace "Crystal: Color No. 17886 (White)" with "White: Color No. 17925".

Page 10-186, Subarticle 1087-4(A) Composition, lines 31-34, replace the second paragraph with the following:

Manufacture the beads from 100% recycled or virgin non-pigmented glass from a composition designed to be highly resistant to traffic wear and to the effects of weathering. All intermix and drop-on glass beads shall be manufactured using 100% North American recycled glass cullet, virgin North American glass or a combination of the two.

Page 10-187, Subarticle 1087-4(C) Gradation & Roundness, lines 4-6, replace the first

paragraph and table with the following:

Use drop-on and intermixed glass beads in all pavement markings with at least 80% true spheres when tested in accordance with ASTM D1155. Drop-on glass beads for permanent pavement markings shall be high performance glass beads listed on the NCDOT APL. If otherwise specified, or at the direction of the Engineer, other drop-on reflective media may be used on permanent markings. Drop-on glass beads used on any interim or temporary pavement markings shall meet Table 1087-2.

TABLE 1087-2
GLASS BEAD GRADATION REQUIREMENTS

Sieve Size	Gradation Requirements	
	Minimum	**Maximum**
Passing #20	95%	100%
Retained on #30	5%	20%
Retained on #50	40%	80%
Retained on #80	15%	50%
Passing #80	0%	10%
Retained on #200	0%	5%

Page 10-187, Article 1087-5 PACKAGING FOR SHIPMENT, line 31, replace "Thermoplastic pavement marking materials" with "Thermoplastic and integrated multipolymer pavement marking materials".

Page 10-188, Subarticle 1087-7(B) Thermoplastic Pavement Marking Material Composition, line 17, replace **"(B) Thermoplastic Pavement Marking Material Composition**" with
"**(B) Thermoplastic and Integrated Multipolymer Pavement Marking Material Composition**".

Page 10-188, Subarticle 1087-7(C) Flash Point, line 22, replace "thermoplastic" with "thermoplastic and integrated multipolymer material".

Page 10-188, Subarticle 1087-7(D) Requirements, line 25, replace "thermoplastic material" with "thermoplastic and integrated multipolymer material".

Page 10-189, Subarticle 1087-7(D), after line 15, add the following:

(9) Tensile Elongation

The integrated multipolymer material shall have an elongation of at least 10% when tested in accordance with ASTM D638 (1"x 6", 0.25"/min).

(10) Abrasion Resistance

The integrated multipolymer material shall have no more than 0.40 g weight loss following taber abrasion with CS17 wheels for 1000 cycles with 1 kg weight per ASTM D4060.

Page 10-189, Article 1087-8 MATERIAL CERTIFICATION, lines 22-23, replace the third paragraph with the following:

Reflective media not covered in this, or other specifications must meet AASHTO M 247 Type 3 or 4 and a NCDOT Type 2 Material Certification must be provided.

Page 10-189, Article 1087-8 MATERIAL CERTIFICATION, after line 23, add the following to the table:

Integrated Multipolymer	Type 2 Material Certification and Type 3 Material Certification

Page 12-3, Subarticle 1205-3(F) Surface Preparation and Curing Compound Removal, line 8, add the following as a second sentence of the first paragraph:

Only apply markings to dry clean surfaces.

Page 12-4, Subarticle 1205-3(G)(1) General for all types of Pavement Markings, line 16, replace the first sentence of the eighth paragraph with the following:

Protect the pavement markings until they are track free before exposing them to traffic.

Page 12-4, Subarticle 1205-3(G)(1) General for all types of Pavement Markings, lines 22-24, delete the second sentence of the tenth paragraph.

Page 12-4, Subarticle 1205-3(G)(1) General for all types of Pavement Markings, after line 24, replace “White: Color No. 17886” with “White: Color No. 17295”.

Page 12-5, Subarticle 1205-3(I) Removal of Pavement Markings, line 32, add the following as the third sentence of the seventh paragraph:

Before applying integrated multipolymer (IMP) pavement markings over existing thermoplastic pavement markings, remove at least 85% of the oxidized existing thermoplastic.

Page 12-5, Subarticle 1205-3(I) Removal of Pavement Markings, line 35, replace “thermoplastic” with “thermoplastic or IMP”.

Page 12-6, Article 1205-4 THERMOPLASTIC, line 3, replace “**1205-4 THERMOPLASTIC**” with **“1205-4THERMOPLASTIC AND INTEGRATED MULTIPOLYMER (IMP)”.**

Page 12-6, Subarticle 1205-4(A) Application Equipment, lines 7, 16, 20, 24, 25, 27 and 29, delete “thermoplastic”

Page 12-6, Subarticle 1205-4(B) Weather Limitations and Seasonal Limitations, line 38, replace “thermoplastic pavement markings” with “thermoplastic or integrated multipolymer pavement markings”.

Page 12-6, Subarticle 1205-4(B) Weather Limitations and Seasonal Limitations, line 42,

delete “thermoplastic”.

Page 12-7, Subarticle 1205-4(C) Application, lines 2, 3, 10, 21 and 31, delete “thermoplastic”.

Page 12-7, Subarticle 1205-4(C) Application, after line 17, in Table 1205-2 MINIMUM REFLECTOMETER REQUIREMENTS FOR THERMOPLASTIC replace “Standard Glass Beads” with “High Performance Glass Beads” and for the Reflectivity of White replace “375 mcd/lux/m^2” with “425 mcd/lux/m^2” and Yellow replace “250 mcd/lux/m^2” with “325 mcd/lux/m^2”

Page 12-7, Subarticle 1205-4(C) Application, line 23, replace “thermoplastic pavement marking” with “final pavement marking”.

Page 12-7, Subarticle 1205-4(C) Application, after line 32, replace “**TABLE 1205-3 THICKNESS REQUIREMENTS FOR THERMOPLASTIC**” with “**TABLE 1205-3 THICKNESS REQUIREMENTS FOR THERMOPLASTIC AND INTEGRATED MULTIPOLYMER**”.

Page 12-9, Subarticle 1205-5(C) Observation Period, before line 1, replace “375 mcd/lux/m^2” with “425 mcd/lux/m^2” and replace “250 mcd/lux/m^2” with “325 mcd/lux/m^2”.

Page 12-11, Subarticle 1205-8(C) Application, lines 17-20, replace the first paragraph with the following:

Final pavement marking application of paint shall be placed in 1 application of 30 mils wet and consist of reflective media applied at a rate to immediately obtain the minimum retroreflective values.

Page 12-11, Subarticle 1205-8(C) Application, line 26, delete “15 mil”.

Page 12-11, Subarticle 1205-8(C) Application, after line 31, replace Table 1205-6 with the following:

TABLE 1205-6
REFLECTOMETER REQUIREMENTS
FOR PAINT

Item	Color	Reflectivity
Standard Glass Beads	White	225 mcd/lux/m^2
	Yellow	200 mcd/lux/m^2
High Performance Glass Beads	White	425 mcd/lux/m^2
	Yellow	325 mcd/lux/m^2

Page 12-12, Article 1205-10 MEASUREMENT AND PAYMENT, lines 5-7, delete and replace the second sentence of the first paragraph with the following:

In addition, *Paint Pavement Marking Lines* will be paid per linear foot for each 15 mil wet application placed in accordance with Subarticle 1205-8(C) for temporary pavement markings

during temporary traffic patterns and in accordance with Subarticle 1205-8(C) final paint pavement marking lines of 1 application of 30 mils wet will be measured and paid as 2 applications of 15 mils wet.

Page 12-12, Article 1205-10 MEASUREMENT AND PAYMENT, lines 12-14, delete and replace the second sentence of the second paragraph with the following:

In addition, *Paint Pavement Marking Symbols* will be paid for each 15 mil wet application placed in accordance with Subarticle 1205-8(C) for temporary pavement markings during temporary traffic patterns and in accordance with Subarticle 1205-8(C) final paint pavement marking symbols of 1 application of 30 mils wet will be measured and paid as 2 applications of 15 mils wet.

Page 12-12, Article 1205-10 MEASUREMENT AND PAYMENT, lines 17-19, delete and replace the third sentence of the third paragraph with the following:

In addition, *Paint Pavement Marking Characters* will be paid for each 15 mil wet application placed in accordance with Subarticle 1205-8(C) for temporary pavement markings during temporary traffic patterns and in accordance with Subarticle 1205-8(C) final paint pavement marking characters of 1 application of 30 mils wet will be measured and paid as 2 applications of 15 mils wet.

Page 12-12, Article 1205-10 MEASUREMENT AND PAYMENT, lines 17-19, replace the second sentence of the ninth paragraph with the following:

No direct payment will be made for the work involved in applying the lines, including but not limited to surface preparation, reapplication of molten pavement marking crossed by a vehicle, removal of all pavement marking materials spilled on the roadway surface, and repair of markings tracked by a vehicle.

Page 12-13, Article 1205-10 MEASUREMENT AND PAYMENT, after line 12, add the following to the pay item and pay unit list:

Pay Item	**Pay Unit**
Integrated Multipolymer Pavement Marking Lines, __", __ mils	Linear Foot
Integrated Multipolymer Pavement Marking Symbols, __ mils	Each
Integrated Multipolymer Pavement Marking Characters, __ mils	Each

EXPLORATORY EXCAVATION:

(12-15-09) SPI 8-23

Description

This work consists of performing exploratory excavation to locate existing underground utilities and storm drain systems as directed by the Engineer. This work will allow minor adjustments to be made prior to the installation of proposed storm drain systems and other items of work to alleviate conflicts.

Construction Methods

Exploratory Excavation – Standard shall consist of removing asphalt, concrete, and earth material by use of standard construction equipment, materials, and laborers to locate accurately any existing underground utilities and storm drain systems. All excavations shall be backfilled with suitable material of the same type excavated. Use available unclassified excavation before using borrow excavation.

Exploratory Excavation – Vacuum shall consist of removing asphalt, concrete, and earth material by using a vacuum truck and any necessary laborers or contractor representatives to locate accurately any existing underground utilities and storm drain systems. All excavations shall be backfilled with suitable material of the same type excavated. Use available unclassified excavation before using borrow excavation.

Measurement and Payment

Exploratory Excavation – Standard and *Exploratory Excavation – Vacuum* will be measured and paid for at the contract unit price per hour. Such prices and payment shall be full compensation for satisfactorily excavating and removing existing material, backfilling with suitable previously excavated earth material and any necessary traffic control. Compensation for any additional earth material needed for backfill will be provided under the contract line items for unclassified excavation or borrow excavation, with available unclassified excavation being utilized before borrow excavation. Any pavement that is removed shall be paved back with an approved mix type being used on the project and payment will be made at the appropriate line item unit price established in the contract.

The Contractor at no cost to the Department will correct any damage to existing underground or above ground structures, storm drain facilities, or utilities due to the negligence of the Contractor.

Payment will be made under:

Pay Item	**Pay Unit**
Exploratory Excavation – Standard	Hour
Exploratory Excavation – Vacuum	Hour

PERMANENT SEEDING AND MULCHING:

(7-1-95)(Rev. 1-16-24) 1660 SP16 R02

The Department desires that permanent seeding and mulching be established on this project as soon as practical after slopes or portions of slopes have been graded. As an incentive to obtain an early stand of vegetation on this project, the Contractor's attention is called to the following:

For all permanent seeding and mulching that is satisfactorily completed in accordance with the requirements of Section 1660 in the *Standard Specifications* and within the following percentages of elapsed contract times, an additional payment will be made to the Contractor as an incentive additive. The incentive additive will be determined by multiplying the number of

acres of seeding and mulching satisfactorily completed times the contract unit bid price per acre for Seeding and Mulching times the appropriate percentage additive.

Percentage of Elapsed Contract Time	Percentage Additive
0% - 30%	30%
30.01% - 50%	15%

Percentage of elapsed contract time is defined as the number of calendar days from the date of availability of the contract to the date the permanent seeding and mulching is acceptably completed divided by the total original contract time.

COIR FIBER MAT:

(9-16-25) 1629 SP16 R05

Revise the *Standard Specifications* as follows:

Page 16-9, Article 1629-2 MATERIALS, lines 22-24, delete and replace the last paragraph with the following:

Provide #3 or #4 uncoated reinforcing steel anchors, 24 inches in length, bent into a U-shape with a 4-inch diameter bend and a 4-inch straight leg extending from the bend to catch and secure the coir fiber mat.

WATTLE DEVICES:

(1-1-24)(Rev. 12-15-26) 1642 SP16 R10

Revise the *Standard Specifications* as follows:

Page 16-23, Subarticle 1642-2(A) Stakes and Subarticle 1642-2(B) Wattle, lines 1-12, delete and replace with the following:

(A) Stakes

Stakes shall be used as anchors. Provide hardwood stakes a minimum of 2-foot long with a 2 inch x 2 inch nominal square cross section. One end of the stake shall be sharpened or beveled to facilitate driving down into the underlying soil.

(B) Wattle and Wattle Barrier

Wattles shall meet Table 1642-1.

TABLE 1642-1 100% CURLED WOOD (EXCELSIOR) FIBERS - WATTLE	
Property	**Property Value**
Minimum Diameter	12 inches
Minimum Density	2.5 pcf +/- 10%
Net Material	Synthetic
Net Openings	1 inch x 1 inch
Net Configuration	Totally Encased
Minimum Weight	20 lb +/- 10% per 10 foot length

Coir Fiber Wattles shall meet Table 1642-2.

TABLE 1642-2 100% COIR (COCONUT) FIBERS WATTLE	
Property	**Property Value**
Minimum Diameter	12 inches
Minimum Density	3.5 pcf +/- 10%
Net Material	Coir Fiber
Net Openings	2 inch x 2 inch
Net Strength	90 lb
Minimum Weight	2.6 pcf +/- 10%

Wattle Barriers shall meet Table 1642-3.

TABLE 1642-3 100% CURLED WOOD (EXCELSIOR) FIBERS – WATTLE BARRIER	
Property	**Property Value**
Minimum Diameter	18 inches
Minimum Density	2.9 pcf +/- 10%
Net Material	Synthetic
Net Openings	1 inch x 1 inch
Net Configuration	Totally Encased
Minimum Weight	5 pcf +/- 10%

Coir Fiber Wattle Barriers shall meet Table 1642-4.

TABLE 1642-4 100% COIR (COCONUT) FIBERS WATTLE BARRIER	
Property	**Property Value**
Minimum Diameter	18 inches
Minimum Density	5 pcf +/- 10%
Net Material	Coir Fiber
Net Openings	2 inch x 2 inch
Net Strength	90 lb
Minimum Weight	10 pcf +/- 10%

Pages 16-24 & 16-25, Article 1642-5 MEASUREMENT AND PAYMENT, lines 42-47 & lines 1-2, delete and replace with the following:

Wattle will be measured and paid for by the actual number of linear feet of wattles which are installed and accepted. Such price and payment will be full compensation for all work covered by this section, including, but not limited to, furnishing all materials, labor, equipment and incidentals necessary to install the *Wattle*.

Coir Fiber Wattles will be measured and paid for by the actual number of linear feet of coir fiber wattles which are installed and accepted. Such price and payment will be full compensation for all work covered by this section, including, but not limited to, furnishing all materials, labor, equipment and incidentals necessary to install the *Coir Fiber Wattles*.

Wattle Barrier will be measured and paid as the actual number of linear feet of wattle barrier installed and accepted. Such price and payment will be full compensation for all work covered by this provision, including, but not limited to, furnishing all materials, labor, equipment and incidentals necessary to install the *Wattle Barrier*.

Coir Fiber Wattle Barrier will be measured and paid as the actual number of linear feet of coir fiber wattle barrier installed and accepted. Such price and payment will be full compensation for all work covered by this provision, including, but not limited to, furnishing all materials, labor, equipment and incidentals necessary to install the *Coir Fiber Wattle Barrier*.

Page 16-25, Article 1642-5 MEASUREMENT AND PAYMENT, after line 9, delete and replace "___ Wattle Check" with "Wattle".

Page 16-25, Article 1642-5 MEASUREMENT AND PAYMENT, after line 9, delete and replace "___ Wattle Barrier" with "Wattle Barrier".

Page 16-25, Article 1642-5 MEASUREMENT AND PAYMENT, after line 9, add the following:

Pay Item	**Pay Unit**
Coir Fiber Wattle	Linear Foot
Coir Fiber Wattle Barrier	Linear Foot

SPECIALIZED HAND MOWING:

(12-15-26) 1667 SP16 R20

Revise the *Standard Specifications* as follows:

Page 16-40, Article 1667-1 DESCRIPTION, lines 23-24, delete and replace the first paragraph with the following:

This work consists of specialized hand mowing around or under fixed objects, including but not limited to guardrails, signs, barriers and slopes including traffic control devices placed in accordance with the TMP in a method acceptable to the Engineer.

STANDARD SPECIAL PROVISION
AVAILABILITY OF FUNDS – TERMINATION OF CONTRACTS

(5-20-08)(Rev. 1-16-24) 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(D) of the *Standard Specifications.*

STANDARD SPECIAL PROVISION
NCDOT GENERAL SEED SPECIFICATION FOR SEED QUALITY

(5-17-11) Z-3

Seed shall be sampled and tested by the North Carolina Department of Agriculture and Consumer Services, Seed Testing Laboratory. When said samples are collected, the vendor shall supply an independent laboratory report for each lot to be tested. Results from seed so sampled shall be final. Seed not meeting the specifications shall be rejected by the Department of Transportation and shall not be delivered to North Carolina Department of Transportation warehouses. If seed has been delivered it shall be available for pickup and replacement at the supplier's expense.

Any re-labeling required by the North Carolina Department of Agriculture and Consumer Services, Seed Testing Laboratory, that would cause the label to reflect as otherwise specified herein shall be rejected by the North Carolina Department of Transportation.

Seed shall be free from seeds of the noxious weeds Johnsongrass, Balloonvine, Jimsonweed, Witchweed, Itchgrass, Serrated Tussock, Showy Crotalaria, Smooth Crotalaria, Sicklepod, Sandbur, Wild Onion, and Wild Garlic. Seed shall not be labeled with the above weed species on the seed analysis label. Tolerances as applied by the Association of Official Seed Analysts will NOT be allowed for the above noxious weeds except for Wild Onion and Wild Garlic.

Tolerances established by the Association of Official Seed Analysts will generally be recognized. However, for the purpose of figuring pure live seed, the found pure seed and found germination percentages as reported by the North Carolina Department of Agriculture and Consumer Services, Seed Testing Laboratory will be used. Allowances, as established by the NCDOT, will be recognized for minimum pure live seed as listed on the following pages.

The specifications for restricted noxious weed seed refers to the number per pound as follows:

Restricted Noxious **Weed**	Limitations per Lb. Of Seed	Restricted Noxious **Weed**	Limitations per Lb. of Seed
Blessed Thistle	4 seeds	Cornflower (Ragged Robin)	27 seeds
Cocklebur	4 seeds	Texas Panicum	27 seeds
Spurred Anoda	4 seeds	Bracted Plantain	54 seeds
Velvetleaf	4 seeds	Buckhorn Plantain	54 seeds
Morning-glory	8 seeds	Broadleaf Dock	54 seeds
Corn Cockle	10 seeds	Curly Dock	54 seeds
Wild Radish	12 seeds	Dodder	54 seeds
Purple Nutsedge	27 seeds	Giant Foxtail	54 seeds
Yellow Nutsedge	27 seeds	Horsenettle	54 seeds
Canada Thistle	27 seeds	Quackgrass	54 seeds
Field Bindweed	27 seeds	Wild Mustard	54 seeds
Hedge Bindweed	27 seeds		

Seed of Pensacola Bahiagrass shall not contain more than 7% inert matter, Kentucky Bluegrass, Centipede and Fine or Hard Fescue shall not contain more than 5% inert matter whereas a maximum of 2% inert matter will be allowed on all other kinds of seed. In addition, all seed

shall not contain more than 2% other crop seed nor more than 1% total weed seed. The germination rate as tested by the North Carolina Department of Agriculture shall not fall below 70%, which includes both dormant and hard seed. Seed shall be labeled with not more than 7%, 5% or 2% inert matter (according to above specifications), 2% other crop seed and 1% total weed seed.

Exceptions may be made for minimum pure live seed allowances when cases of seed variety shortages are verified. Pure live seed percentages will be applied in a verified shortage situation. Those purchase orders of deficient seed lots will be credited with the percentage that the seed is deficient.

FURTHER SPECIFICATIONS FOR EACH SEED GROUP ARE GIVEN BELOW:

Minimum 85% pure live seed; maximum 1% total weed seed; maximum 2% total other crop seed; maximum 144 restricted noxious weed seed per pound. Seed less than 83% pure live seed will not be approved.

Sericea Lespedeza
Oats (seeds)

Minimum 80% pure live seed; maximum 1% total weed seed; maximum 2% total other crop; maximum 144 restricted noxious weed seed per pound. Seed less than 78% pure live seed will not be approved.

Tall Fescue (all approved varieties)
Kobe Lespedeza
Korean Lespedeza
Weeping Lovegrass
Carpetgrass
Bermudagrass
Browntop Millet
German Millet – Strain R
Clover – Red/White/Crimson

Minimum 78% pure live seed; maximum 1% total weed seed; maximum 2% total other crop seed; maximum 144 restricted noxious weed seed per pound. Seed less than 76% pure live seed will not be approved.

Common or Sweet Sundangrass

Minimum 76% pure live seed; maximum 1% total weed seed; maximum 2% total other crop seed; maximum 144 restricted noxious weed seed per pound. Seed less than 74% pure live seed will not be approved.

Rye (grain; all varieties)
Kentucky Bluegrass (all approved varieties)
Hard Fescue (all approved varieties)
Shrub (bicolor) Lespedeza

Minimum 70% pure live seed; maximum 1% total weed seed; maximum 2% total other crop seed; maximum 144 noxious weed seed per pound. Seed less than 70% pure live seed will not be approved.

Centipedegrass
Crownvetch
Pensacola Bahiagrass
Creeping Red Fescue
Japanese Millet
Reed Canary Grass
Zoysia

Minimum 70% pure live seed; maximum 1% total weed seed; maximum 2% total other crop seed; maximum 5% inert matter; maximum 144 restricted noxious weed seed per pound.

Barnyard Grass
Big Bluestem
Little Bluestem
Bristly Locust
Birdsfoot Trefoil
Indiangrass
Orchardgrass
Switchgrass
Yellow Blossom Sweet Clover

STANDARD SPECIAL PROVISION
ERRATA

(1-16-24)(Rev. 12-15-26) Z-4

Revise the *2024 Standard Specifications* as follows:

Division 1

Page 1-1, Article 101-2 ABBREVIATIONS, line 25, replace "American Wood-Preservers' Association" with "American Wood Protection Association".

Page 1-18, Article 102-10 BID BOND OR BID DEPOSIT, line 26, replace " Subarticle 102-8(A)(8)(b)" with "Subarticle 102-8(A)(12)(b)".

Page 1-20, Subarticle 102-14(A) State Funded Projects, line 3, replace "$30,000" with "$40,000".

Page 1-20, Subarticle 102-14(B) Federal Aid Projects, line 7, replace "$30,000" with "$40,000".

Page 1-36, Subarticle 104-12(B) Evaluation of Proposals, line 21, replace "Design-Build Unit" with "Alternative Delivery Unit".

Page 1-36, Subarticle 104-12(D) Preliminary Review, line 37, replace "Design-Build Unit" with "Alternative Delivery Unit".

Page 1-37, Subarticle 104-12(E) Final Proposal, line 3, replace "Design-Build Unit" with "Alternative Delivery Unit".

Page 1-37, Subarticle 104-12(F) Design-Build VEPs, line 36, replace "Design-Build Unit" with "Alternative Delivery Unit".

Page 1-38, Subarticle 104-12(G) Modifications, line 1, replace "Design-Build Unit" with "Alternative Delivery Unit".

Division 3

Page 3-5, Article 305-2 MATERIALS, after line 16, replace " 1032-3(A)(7)" with "1032-3" and add the item "Galvanized Corrugated Steel Pipe" with Section "1032-3".

Page 3-6, Article 310-2 MATERIALS, after line 9, add the item "Galvanized Corrugated Steel Pipe" with Section "1032-3".

Division 6

Page 6-15, Article 610-1 DESCRIPTION, line 20, replace "The work includes" with "The work includes, but is not limited to,".

Page 6-15, Article 610-1 DESCRIPTION, line 22, replace “applying the tack coat as specified.” with “applying the tack coat in accordance with Section 605.”.

Page 6-30, Article 610-14 DENSITY ACCEPTANCE, line 39, replace “QC process.” with “QC process in accordance with Section 609.”.

Page 6-31, Article 610-16 MEASUREMENT AND PAYMENT, line 13, replace "*Hot Mix Asphalt Pavement*” with “*Asphalt Concrete _____ Course, Type _____*”.

Page 6-41, Article 657-3 CONSTRUCTION METHODS, line 11, delete "(air-jacketed flow)”.

Page 6-50, Subarticle 661-4(A) Equipment, lines 4-7, replace the first two sentences of the seventh paragraph with the following:

When an erected fixed stringline is utilized for longitudinal profile and cross slope control furnish and erect the necessary guide line for the equipment.

Division 7

Page 7-18, Subarticle 710-10(A) General, lines 7-8, delete “for *Surface Testing Concrete Pavement*” from the last paragraph.

Division 8

Page 8-27, Article 846-1 DESCRIPTION, line 8, delete “4 inch” from the first paragraph.

Division 9

Page 9-17, Article 904-4 MEASUREMENT AND PAYMENT, prior to line 1, replace " Sign Erection, Relocate Type (Ground Mounted)” with “Sign Erection, Relocate Type ___ (Ground Mounted)”.

Division 10

Page 10-51, Article 1024-4 WATER, prior to line 1, delete the “unpopulated blank row” in Table 1024-2 between “Time of set, deviation from control” and “Chloride Ion Content, Max.”.

Page 10-170, Subarticle 1081-1(C) Requirements, line 4, replace "maximum” with “minimum”.

Division 11

Page 11-15, Article 1160-4 MEASUREMENT AND PAYMENT, line 24, replace “Where barrier units are moved more than one” with “Where barrier units are moved more than once”.

Division 15

Page 15-10, Article 1515-4 MEASUREMENT AND PAYMENT, lines 11, replace " All piping" with "All labor, the manhole, other materials, excavation, backfilling, piping".

Division 16

Page 16-14, Article 1633-5 MEASUREMENT AND PAYMENT, line 20-24 and prior to line 25, delete and replace with the following " *Flocculant* will be measured and paid in accordance with Article 1642-5 applied to the temporary rock silt checks."

Page 16-3, Article 1609-2 MATERIALS, after line 26, replace "Type 4" with "Type 4a".

Page 16-25, Article 1644-2 MATERIALS, after line 22, replace "Type 4" with "Type 4a".

Page 16-27, Article 1644-5 MEASUREMENT AND PAYMENT, line 31, replace "Article 1630-4" with "Article 1630-3".

Division 17

Page 17-15, Article 1715-4 MEASUREMENT AND PAYMENT, line 23, delete and replace "1.25" with "1-1/4".

Page 17-15, Article 1715-4 MEASUREMENT AND PAYMENT, line 24, delete and replace ")(1.25" with ", 1-1/4".

STANDARD SPECIAL PROVISION

PLANT AND PEST QUARANTINES

(Imported Fire Ant, Guava Root Knot Nematode, Spongy Moth (formerly known as gypsy moth), Witchweed, Cogon Grass, And Any Other Regulated Noxious Weed or Plant Pest)

(3-18-03)(Rev. 3-18-25) 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, 919-707-3730, or *https://www.ncagr.gov/divisions/plant-industry/plant-protection/plant-industry-plant-pest-quarantines* 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 present a hazard of spreading imported fire ant, guava root knot nematode, spongy moth (formerly known as gypsy moth), witchweed, cogon grass, or other regulated noxious weed or plant pest.

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

TITLE VI AND NONDISCRIMINATION:

(6-28-77)(Rev 1/16/2024) Z-6

The North Carolina Department of Transportation is committed to carrying out the U.S. Department of Transportation's policy of ensuring nondiscrimination in the award and administration of contracts.

The provisions of this section related to United States Department of Transportation (US DOT) Order 1050.2A, Title 49 Code of Federal Regulations (CFR) part 21, 23 United States Code (U.S.C.) 140 and 23 CFR part 200 (or 49 CFR 303, 49 U.S.C. 5332 or 49 U.S.C. 47123) are applicable to all North Carolina Department of Transportation (NCDOT) contracts and to all related subcontracts, material supply, engineering, architectural and other service contracts, regardless of dollar amount. Any Federal provision that is specifically required not specifically set forth is hereby incorporated by reference.

(1) **Title VI Assurances (USDOT Order 1050.2A, Appendix A)**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(a) Compliance with Regulations

The contractor (hereinafter includes consultants) shall comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

(b) Nondiscrimination

The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

(c) Solicitations for Subcontractors, Including Procurements of Materials and Equipment

In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.

(d) Information and Reports

The contractor shall provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and shall permit access to its

books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor shall so certify to the Recipient or the FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.

(e) Sanctions for Noncompliance:

In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it and/or the FHWA may determine to be appropriate, including, but not limited to:

(i) Withholding payments to the contractor under the contract until the contractor complies; and/or

(ii) Cancelling, terminating, or suspending a contract, in whole or in part.

(f) Incorporation of Provisions

The contractor shall include the provisions of paragraphs (a) through (f) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor shall take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

(2) **Title VI Nondiscrimination Program (23 CFR 200.5(p))**

The North Carolina Department of Transportation (NCDOT) has assured the USDOT that, as a condition to receiving federal financial assistance, NCDOT will comply with Title VI of the Civil Rights Act of 1964 and all requirements imposed by Title 49 CFR part 21 and related nondiscrimination authorities to ensure that no person shall, on the ground of race, color, national origin, limited English proficiency, sex, age, or disability (including religion/creed or income-level, where applicable), be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any programs, activities, or services conducted or funded by NCDOT. Contractors and other organizations under contract or agreement with NCDOT must also comply with Title VI and related authorities, therefore:

(a) During the performance of this contract or agreement, contractors (e.g., subcontractors, consultants, vendors, prime contractors) are responsible for complying with NCDOT’s Title VI Program. Contractors are not required to prepare or submit Title VI Programs. To comply with this section, the prime contractor shall:

1. Post NCDOT’s Notice of Nondiscrimination and the Contractor’s own Equal Employment Opportunity (EEO) Policy in conspicuous locations accessible to all employees, applicants and subcontractors on the jobsite.

2. Physically incorporate the required Title VI clauses into all subcontracts on federally-assisted and state-funded NCDOT projects, and ensure inclusion by subcontractors into all lower-tier subcontracts.

3. Required Solicitation Language. The Contractor shall include the following notification in all solicitations for bids and requests for work or material, regardless of funding source:

   "The North Carolina Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 US.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award. In accordance with other related nondiscrimination authorities, bidders and contractors will also not be discriminated against on the grounds of sex, age, disability, low-income level, creed/religion, or limited English proficiency in consideration for an award."

4. Physically incorporate the FHWA-1273, in its entirety, into all subcontracts and subsequent lower tier subcontracts on Federal-aid highway construction contracts only.

5. Provide language assistance services (i.e., written translation and oral interpretation), free of charge, to LEP employees and applicants. Contact NCDOT OCR for further assistance, if needed.

6. For assistance with these Title VI requirements, contact the NCDOT Title VI Nondiscrimination Program at 1-800-522-0453.

(b) Subrecipients (e.g. cities, counties, LGAs, planning organizations) may be required to prepare and submit a Title VI Plan to NCDOT, including Title VI Assurances and/or agreements. Subrecipients must also ensure compliance by their contractors and subrecipients with Title VI. (23 CFR 200.9(b)(7))

(c) If reviewed or investigated by NCDOT, the contractor or subrecipient agrees to take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed 90 calendar days, unless additional time is granted by NCDOT. (23 CFR 200.9(b)(15))

(d) The Contractor is responsible for notifying subcontractors of NCDOT's External Discrimination Complaints Process.

1. Applicability

   Title VI and related laws protect participants and beneficiaries (e.g., members of the public and contractors) from discrimination by NCDOT employees, subrecipients and contractors, regardless of funding source.

2. Eligibility

   Any person—or class of persons—who believes he/she has been subjected to discrimination based on race, color, national origin, Limited English Proficiency (LEP), sex, age, or disability (and religion in the context of employment, aviation, or transit) may file a written complaint. The law also prohibits intimidation or retaliation of any sort.

3. Time Limits and Filing Options

   Complaints may be filed by the affected individual(s) or a representative and must be filed no later than 180 calendar days after the following:

   (i) The date of the alleged act of discrimination; or

   (ii) The date when the person(s) became aware of the alleged discrimination; or

   (iii) Where there has been a continuing course of conduct, the date on which that conduct was discontinued or the latest instance of the conduct.

   Title VI and related discrimination complaints may be submitted to the following entities:

   - North Carolina Department of Transportation, Office of Civil Rights, Title VI Program, 1511 Mail Service Center, Raleigh, NC 27699-1511; toll free 1-800-522-0453
   - Federal Highway Administration, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
   - US Department of Transportation, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070

4. Format for Complaints

   Complaints must be in writing and signed by the complainant(s) or a representative, and include the complainant's name, address, and telephone number. Complaints received by fax or e-mail will be acknowledged and processed. Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. Complaints will be accepted in other languages, including Braille.

5. Discrimination Complaint Form

   Contact NCDOT Civil Rights to receive a full copy of the Discrimination Complaint Form and procedures.

6. Complaint Basis

   Allegations must be based on issues involving race, color, national origin (LEP), sex, age, disability, or religion (in the context of employment, aviation or transit). "Basis" refers to the complainant's membership in a protected group category.

TABLE 103-1
COMPLAINT BASIS

Protected Categories	Definition	Examples	Applicable Nondiscrimination Authorities
Race and Ethnicity	An individual belonging to one of the accepted racial groups; or the perception, based usually on physical characteristics that a person is a member of a racial group	Black/African American, Hispanic/Latino, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, White	Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; 23 CFR 200; 49 U.S.C. 5332(b); 49 U.S.C. 47123. *(Executive Order 13166)*
Color	Color of skin, including shade of skin within a racial group	Black, White, brown, yellow, etc.	
National Origin *(Limited English Proficiency)*	Place of birth. Citizenship is not a factor. (*Discrimination based on language or a person's accent is also covered)*	Mexican, Cuban, Japanese, Vietnamese, Chinese	
Sex	Gender. The sex of an individual. *Note:* Sex under this program does not include sexual orientation.	Women and Men	1973 Federal-Aid Highway Act; 49 U.S.C. 5332(b); 49 U.S.C. 47123.
Age	Persons of any age	21-year-old person	Age Discrimination Act of 1975 49 U.S.C. 5332(b); 49 U.S.C. 47123.
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic	Section 504 of the Rehabilitation Act of 1973; Americans with Disabilities Act of 1990
Religion (in the context of employment) *(Religion/ Creed in all aspects of any aviation or transit-related construction)*	An individual belonging to a religious group; or the perception, based on distinguishable characteristics that a person is a member of a religious group. In practice, actions taken as a result of the moral and ethical beliefs as to what is right and wrong, which are sincerely held with the strength of traditional religious views. ***Note:*** Does not have to be associated with a recognized religious group or church; if an individual sincerely holds to the belief, it is a protected religious practice.	Muslim, Christian, Sikh, Hindu, etc.	Title VII of the Civil Rights Act of 1964; 23 CFR 230; FHWA-1273 Required Contract Provisions. *(49 U.S.C. 5332(b);* *49 U.S.C. 47123)*

(3) **Pertinent Nondiscrimination Authorities**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest agrees to comply with the following non-discrimination statutes and authorities, including, but not limited to:

(a) Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.

(b) The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

(c) Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);

(d) Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR Part 27;

(e) The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);

(f) Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

(g) The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

(h) Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

(i) The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

(j) Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

(k) Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

(l) Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

(m) Title VII of the Civil Rights Act of 1964 (42 U.S.C. § 2000e et seq., Pub. L. 88-352), (prohibits employment discrimination on the basis of race, color, religion, sex, or national origin).

(4) **Additional Title VI Assurances**

***The following Title VI Assurances (Appendices B, C and D) shall apply, as applicable*

(a) Clauses for Deeds Transferring United States Property (1050.2A, Appendix B)

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4.

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the North Carolina Department of Transportation (NCDOT) will accept title to the lands and maintain the project constructed thereon in accordance with the North Carolina General Assembly, the Regulations for the Administration of the Federal-Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the NCDOT all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the North Carolina Department of Transportation (NCDOT) and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the NCDOT, its successors and assigns.

The NCDOT, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the NCDOT will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

(b) Clauses for Transfer of Real Property Acquired or Improved Under the Activity, Facility, or Program (1050.2A, Appendix C)

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the North Carolina Department of Transportation (NCDOT) pursuant to the provisions of Assurance 7(a):

1. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

   (i.) In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

2. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the NCDOT will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued. *

3. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the NCDOT will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the NCDOT and its assigns. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

(c) Clauses for Construction/Use/Access to Real Property Acquired Under the Activity, Facility or Program (1050.2A, Appendix D)

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by the North Carolina Department of Transportation (NCDOT) pursuant to the provisions of Assurance 7(b):

1. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
2. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non¬ discrimination covenants, the NCDOT will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued. *
3. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the NCDOT will there upon revert to and vest in and become the absolute property of the NCDOT and its assigns. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

STANDARD SPECIAL PROVISION

ON-THE-JOB TRAINING

(10-16-07) (Rev. 6-16-26) Z-10

Description

The North Carolina Department of Transportation administers a custom version of the Federal On-the-Job Training (OJT) Program, commonly referred to as the Alternative OJT Program. All Contractors will be automatically placed in the Alternative OJT Program.

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.

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

Minorities and Women

Developing, training and upgrading of minorities and women toward journeyman level status is a primary objective of this special 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 Unit, will assign annual training goals based on the Contractor's activity over the past three years' on federal projects with the Department. At the beginning of each year, all eligible Contractors 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 implement a self-imposed on-the-job training program for the calendar year. This agreement will specify the annual training goals agreed upon by both parties. The number of training assignments may range from 1 to 15 per Contractor per calendar year, unless a higher number is agreed to by the Contractor. The Contractor shall sign an agreement committing to fulfill their annual goal for the year.

Training Classifications

The Contractor shall provide on-the-job training aimed at developing full journeyman level workers in the construction craft/operator positions.

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 special 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 trainees in each occupation shall be in their first year of 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 at minimum 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 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 SPECIAL PROVISIONS

GEOTECHNICAL

STANDARD SHORING - (01/16/2024) GT-1.1 - GT-1.4

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Geotechnical Engineering Unit
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06/04/2026

STANDARD SHORING: **(1-16-24)**

Description

Standard shoring includes standard temporary shoring and standard temporary mechanically stabilized earth (MSE) walls. At the Contractor's option, use standard shoring as noted in the plans or as directed. When using standard shoring, a temporary shoring design submittal is not required. Construct standard shoring based on actual elevations and shoring dimensions in accordance with the contract and Geotechnical Standard Detail No. 1801.01 or 1801.02.

Define "standard temporary shoring" as cantilever shoring that meets the standard temporary shoring detail (Geotechnical Standard Detail No. 1801.01). Define "standard temporary wall" as a temporary MSE wall with geotextile or geogrid reinforcement that meets the standard temporary wall detail (Geotechnical Standard Detail No. 1801.02). Define "standard temporary geotextile wall" as a standard temporary wall with geotextile reinforcement and "standard temporary geogrid wall" as a standard temporary wall with geogrid reinforcement.

Provide positive protection for standard shoring at locations shown in the plans and as directed. See *Temporary Shoring* provision for positive protection types and definitions.

Materials

Refer to the *Standard Specifications*.

Item	**Section**
Concrete Barrier Materials	1170-2
Flowable Fill, Excavatable	1000-7
Geosynthetics	1056
Grout, Type 1	1003
Portland Cement Concrete, Class A	1000
Select Materials	1016
Steel Beam Guardrail Materials	862-2
Steel Sheet Piles and H-Piles	1084
Untreated Timber	1082-2
Welded Wire Reinforcement	1070-3

Provide Type 6 material certifications for shoring materials. Use Class IV select material for temporary guardrail. Use Class A concrete that meets Article 450-2 of the *Standard Specifications* or Type 1 grout for drilled-in piles.

Based on actual shoring height, positive protection, groundwater elevation, slope or surcharge case and traffic impact at each standard temporary shoring location, use sheet piles with the minimum required section modulus or H-piles with the sizes shown in Geotechnical Standard Detail No. 1801.01. Use untreated timber with a thickness of at least 3" and a bending stress of at least 1,000 psi for timber lagging.

(A) Shoring Backfill

Use Class II, Type 1, Class III, Class V or Class VI select material or material that meets AASHTO M 145 for soil classification A-2-4 with a maximum PI of 6 for shoring backfill except do not use the following:

(1) A-2-4 soil for backfill around culverts,

(2) A-2-4 soil in the reinforced zone of standard temporary walls with a back slope and

(3) Class VI select material in the reinforced zone of standard temporary geotextile walls.

(B) Standard Temporary Walls

Use welded wire reinforcement for welded wire facing, struts and wires with the dimensions and minimum wire sizes shown in Geotechnical Standard Detail No. 1801.02. Provide Type 2 geotextile for separation and retention geotextiles. Do not use more than 4 different reinforcement strengths for each standard temporary wall.

(1) Geotextile Reinforcement

Provide Type 4a geotextile for geotextile reinforcement except for the ultimate tensile strength. Based on actual wall height, groundwater elevation, slope or surcharge case and shoring backfill to be used in the reinforced zone at each standard temporary geotextile wall location, provide geotextiles with ultimate tensile strengths as shown in Geotechnical Standard Detail No. 1801.02.

(2) Geogrid Reinforcement

Use geogrids for geogrid reinforcement with a roll width of at least 4 ft and an "approved" status code in accordance with the NCDOT Geosynthetic Reinforcement Evaluation Program. The list of approved geogrids is available from:
connect.ncdot.gov/resources/Geological/Pages/Products.aspx

Based on actual wall height, groundwater or flood elevation, slope or surcharge case and shoring backfill to be used in the reinforced zone at each standard temporary geogrid wall location, provide geogrids for geogrid reinforcement with short-term design strengths as shown in Geotechnical Standard Detail No. 1801.02. Geogrids are approved for short-term design strengths (3-year design life) in the machine direction (MD) and cross-machine direction (CD) based on material type. Define material type from the website above for shoring backfill as follows:

Material Type	Shoring Backfill
Borrow	A-2-4 Soil
Fine Aggregate	Class II, Type 1 or Class III Select Material
Coarse Aggregate	Class V or VI Select Material

Preconstruction Requirements

(A) Concrete Barrier

Define "clear distance" behind concrete barrier as the horizontal distance between the barrier and edge of pavement. The minimum required clear distance for concrete barrier is shown in the plans. At the Contractor's option or if the minimum required clear distance is not available, set concrete barrier next to and up against traffic side of standard shoring except for barrier above standard temporary walls. Concrete barrier with the minimum required clear distance is required above standard temporary walls.

(B) Temporary Guardrail

Define "clear distance" behind temporary guardrail as the horizontal distance between guardrail posts and standard shoring. At the Contractor's option or if clear distance for standard temporary shoring is less than 4 ft, attach guardrail to traffic side of shoring as shown in the plans. Place ABC in clear distance and around guardrail posts instead of pavement. Do not use temporary guardrail above standard temporary walls.

(C) Standard Shoring Selection Forms

Before beginning standard shoring construction, survey existing ground elevations in the vicinity of standard shoring locations to determine actual shoring or wall heights (H). Submit a standard shoring selection form for each location at least 7 days before starting standard shoring construction. Standard shoring selection forms are available from: connect.ncdot.gov/resources/Geological/Pages/Geotech_Forms_Details.aspx

Construction Methods

Construct standard shoring in accordance with the *Temporary Shoring* provision.

(A) Standard Temporary Shoring Installation

Based on actual shoring height, positive protection, groundwater elevation, slope or surcharge case and traffic impact at each standard temporary shoring location, install piles with the minimum required embedment and extension for each shoring section in accordance with Geotechnical Standard Detail No. 1801.01. For concrete barrier above and next to standard temporary shoring and temporary guardrail above and attached to standard temporary shoring, use "surcharge case with traffic impact" in accordance with Geotechnical Standard Detail No. 1801.01. Otherwise, use "slope or surcharge case with no traffic impact" in accordance with Geotechnical Standard Detail No. 1801.01. If refusal is reached before driven piles attain the minimum required embedment, use drilled-in H-piles with timber lagging for standard temporary shoring.

(B) Standard Temporary Walls Installation

Based on actual wall height, groundwater elevation, slope or surcharge case, geotextile or geogrid reinforcement and shoring backfill in the reinforced zone at each standard temporary wall location, construct walls with the minimum required reinforcement length and number of reinforcement layers for each wall section in accordance with Geotechnical Standard Detail No. 1801.02. For standard temporary walls with pile foundations in the reinforced zone, drive piles through reinforcement after constructing temporary walls.

For standard temporary walls with interior angles less than 90°, wrap geosynthetics at acute corners as directed by the Engineer. Place geosynthetics as shown in Geotechnical Standard Detail No. 1801.02. Place separation geotextiles between shoring backfill and backfill, natural ground or culverts along the sides of the reinforced zone perpendicular to the wall face. For Class V or VI select material in the reinforced zone, place separation geotextiles between shoring backfill and backfill or natural ground on top of and at the back of the reinforced zone.

Measurement and Payment

Standard shoring will be measured and paid in accordance with the *Temporary Shoring* provision.



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Scott A. Hidden
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06/03/2026

PROJECT SPECIAL PROVISIONS
GEOENVIRONMENTAL

CONTAMINATED SOIL (9/24/2024)

The Contractor's attention is directed to the fact that soil contaminated with petroleum hydrocarbon compounds may exist within the project area. The known areas of contamination are indicated on corresponding plans sheets. Information relating to these contaminated areas, sample locations, and investigation reports will be available at the following web address by navigating to the correct letting year and month then selecting, "Plans and Proposals", "U-3422B", "Individual Sheets/520 GeoEnvironmental":

http://dotw-xfer01.dot.state.nc.us/dsplan/

Petroleum contaminated soil may be encountered during any earthwork activities on the project. The Contractor shall only excavate those soils that the Engineer designates necessary to complete a particular task. The Engineer shall determine if soil is contaminated based on areas shown on the plans, petroleum odors, and unusual soil staining. Contaminated soil not required to be excavated is to remain in place and undisturbed. Undisturbed soil shall remain in place, whether contaminated or not. The Contractor shall transport all contaminated soil excavated from the project to a facility licensed to accept contaminated soil.

In the event that a stockpile is needed, the stockpile shall be created within the property boundaries of the source material and in accordance with the Diagram for Temporary Containment and Treatment of Petroleum-Contaminated Soil per North Carolina Department of Environmental Quality's (NCDEQ) Division of Waste Management UST Section GUIDELINES FOR EX SITU PETROLEUM CONTAMINATED SOIL REMEDIATION. If the volume of contaminated material exceeds available space on site, the Contractor shall obtain a permit from the NCDEQ UST Section's Regional Office for off-site temporary storage. The Contractor shall provide copies of disposal manifests completed per the disposal facilities requirements and weigh tickets to the Engineer.

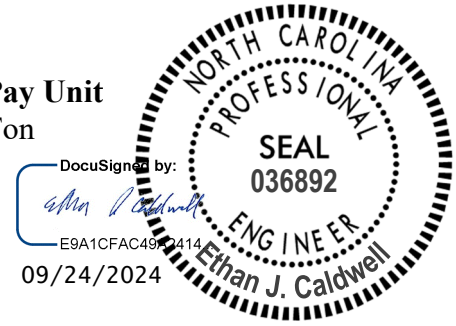
Measurement and Payment:

The quantity of contaminated soil hauled and disposed of shall be the actual number of tons of material, which has been acceptably transported and weighed with certified scales as documented by disposal manifests and weigh tickets. The quantity of contaminated soil, measured as provided above, shall be paid for at the contract unit price per ton for "Hauling and Disposal of Petroleum Contaminated Soil".

The above price and payment shall be full compensation for all work covered by this section, including, but not limited to stockpiling, loading, transportation, weighing, laboratory testing, disposal, equipment, decontamination of equipment, labor, and personal protective equipment.

Payment shall be made under:

Pay Item	**Pay Unit**
Hauling and Disposal of Petroleum Contaminated Soil	Ton



TC-1

U-3422B Cumberland County

WORK ZONE TRAFFIC CONTROL
Project Special Provisions
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DocuSigned by:
Matthew Thigpen
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NORTH CAROLINA PROFESSIONAL SEAL 034343 ENGINEER A. MATTHEW THIGPEN

10/26/2026

ADA COMPLIANT PEDESTRIAN TRAFFIC CONTROL DEVICES
(10/31/2017) (Rev. 6/3/2022)

Description

Furnish, install, and maintain all ADA compliant pedestrian traffic control devices for existing pedestrian facilities that are disrupted, closed, or relocated by planned work activities.

The ADA compliant pedestrian traffic control devices used to either close, redirect, divert or detour pedestrian traffic are Pedestrian Channelizing Devices, Audible Warning Devices and Temporary Curb Ramps.

Construction Methods

The ADA compliant pedestrian traffic control devices involved in the closing or redirecting of pedestrians as designated on the Transportation Management Plan (TMP) shall be manufactured and assembled in accordance with the requirements of the Americans with Disabilities Act (ADA) and be on the NCDOT approved products list.

Pedestrian Channelizing Devices shall be manufactured and assembled to be connected as to eliminate any gaps that allow pedestrians to stray from the channelizing path. Any Pedestrian Channelizing Devices used to close or block a pedestrian facility shall have a "SIDEWALK CLOSED" sign affixed to it and any audible warning devices, if designated on the TMP.

Measurement and Payment

Pedestrian Channelizing Devices will be measured and paid as the maximum number of linear feet of *Pedestrian Channelizing Devices* furnished, acceptably placed, and in use at any one time during the life of the project.

No direct payment will be made for any sign affixed to a pedestrian channelizing device. Signs mounted to pedestrian channelizing devices will be considered incidental to the device.

Relocation, replacement, repair, maintenance, or disposal of *Pedestrian Channelizing Devices* and *Audible Warning Devices* will be incidental to the pay item.

Payment will be made under:

Pay Item	**Pay Unit**
Pedestrian Channelizing Devices	Linear Foot

Docusign Envelope ID: 0E2D54D9-EA77-8BE6-8284-70F2AD292E06

PROJECT SPECIAL PROVISIONS
Utility Construction

4600 Park Road Suite 240
Charlotte, NC 28209
O: 704-208-2221
www.cdmsmith.com



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Revise the 2026 Standard Specifications as follows:

Where brand names and model numbers are specified in these Special Provisions or in the plans, the cited examples are used only to denote the quality standard of product desired and do not restrict bidders to a specific brand, make, or manufacturer. They are provided to set forth the general style, type, character, and quality of the product desired. Equivalent products will be acceptable.

The utility owner is the Fayetteville Public Works Commission (PWC). The contact person is Allan J. Riddle, P.E. and he can be reached by phone at (910) 223-4785.

The provisions contained within these Utilities Construction Project Special Provisions modify the *Standard Specifications* only for materials used and work performed constructing water or sewer facilities owned by Fayetteville PWC.

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DIVISION 8 INCIDENTALS

SECTION 858-ADJUSTMENT OF CATCH BASINS, MANHOLES, DROP INLETS, METER BOXES AND VALVE BOXES

Page 8-35, ARTICLE 858-2, MATERIALS

Add the following after line 34:

If a meter box or valve box is damaged during adjustment provide a new meter box or valve box.

Page 8-36, ARTICLE 858-3, CONSTRUCTION METHODS

Add the following provisions to the second paragraph:

Adjustment of Valve Boxes:

The top section of the valve box shall be raised or lowered as required to meet the final grade. If the height of the final grade exceeds the length of the existing top section, remove the existing valve box, and install a new one at final grade.

Adjustment of Brick/Mortar Sanitary Sewer Manholes shall be performed as follows:

(1) Measure the inside diameter of existing manhole to select appropriate diameter of new precast risers.

(2) Remove existing walls to solid structure (to at least below the cone or chimney section) or to specified elevation two courses of brick below the chimney in plans. The limits of removal shall be approved by PWC in the field. Remove existing frame and cover, vent pipe and other appurtenances and dispose of materials that are not retainable. Return all retainable material to PWC .

(3) Install new riser and cone sections as necessary to adjust the manhole to specified/approved elevation. Provide bottom riser with a flat joint unless otherwise approved.

(4) Install new riser section/existing wall joint to provide a leak-tight joint. Butyl rubber sealant shall be provided under the new riser section. In all cases, a concrete collar shall be poured around the joint. Collar to be minimum 1 foot wide and 24 inches high centered on joint all the way around the structure. On the inside, seal joint with non-shrink grout. Grout to completely fill joint and extend at least 6 inches each side of joint all around. Grout to be tapered to existing wall section below the joint. Grout shall contain an approved anti-microbial additive be resistant to hydrogen sulfide.

(5) Install ring and cover consistent with these Special Provisions (Reference SP-1525).

(6) Visually inspect joints and frame to cone seal to ensure watertightness.

Adjustment of precast concrete manholes shall be in accordance with the following requirements:

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(1) Inspect existing manhole to determine if grade rings are already in use.

(2) Measure the inside diameter of existing manhole to select appropriate diameter of new precast risers and or cone, if needed.

(3) Concrete grade rings shall not be used for above grade adjustment for outfall precast concrete manholes. Use of grade rings are allowable in precast concrete manholes in manicured areas and pavement, where the ring and cover are at ground level. Concrete grade ring maximum adjustment includes three 4 inch rings, two 6 inch rings (for a 12 inch-maximum adjustment).

(4) The Contractor shall remove all concrete grade rings to the top of the cone section. All loose material shall be removed and properly disposed of. The Contractor shall utilize new concrete grade rings to ensure that the new manhole ring and cover will be at final grade. If no concrete grade rings are required to adjust the structure to final grade, the Contractor shall set the ring and cover in a bed of clean fresh mortar.

(5) If the manhole needs to be lowered, and there are no existing concrete grade rings, then the Contractor shall tear down the existing manhole and rebuild it, utilizing new riser and cone sections, to ensure that the installed ring and cover will be at final grade.

(6) If the manhole needs to be raised, and there are 12 inches of concrete grade rings already in place, the Contractor shall tear down the existing manhole and re-build it. The Contractor shall utilize new riser and cone sections, as required, to ensure that the installed ring and cover will be at final grade.

(7) At no time shall any material or debris enter into the live sanitary sewer system. Appropriate measures shall be taken to prevent any material or debris from entering the live sanitary sewer system.

(8) Visually inspect joints and frame to cone seal to ensure watertightness.

(9) All work shall be in accordance with the contract documents.

Page 8-36, ARTICLE 858-4, MEASUREMENT AND PAYMENT

Replace the Adjustment of Manholes pay item language with the following pay items:

Adjustment of Precast Manholes and Brick and Mortar Manholes will be measured and paid in units of each for precast and brick and mortar manholes satisfactorily adjusted.

Where any precast manhole and major drainage brick and mortar manhole is adjusted more than once because of milling operations, multiple adjustments will be counted as one adjustment.

Where a drainage structure, precast manhole or brick and mortar manhole is raised more than 2 feet, the number of linear feet exceeding 2 feet that such structure has been raised will be measured and paid per linear foot as provided in Article 840-4 for Masonry Drainage Structure. Measurement will be made by subtracting the elevation at the highest point of the original structure from the elevation at the highest point of the adjusted structure and then subtracting 2 feet from the results.

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Such price includes, but is not limited to, excavation and backfilling, removal of a portion of the existing structure, brick masonry, mortar, grout, concrete, reinforcing steel, fittings, furnishing and hauling asphalt plant mix and any other materials and placing, maintaining, removing, and disposing of traffic ramps.

Payment will be made under:

Pay Item	Pay Unit
Adjustment of Precast Manholes	Each

DIVISION 10 MATERIALS

SECTION 1034-SANITARY SEWER PIPE AND FITTINGS

Page 10-65, ARTICLE 1034-1 CLAY PIPE

Add the following paragraph:

Clay pipe shall not be used for sewer pipe.

Page 10-65, ARTICLE 1034-2 PLASTIC PIPE

Add the following sentences:

All materials for the sewer system shall be in accordance with these Special Provisions.

Page 10-65, Sub-article 1034-2 (A) PVC Gravity Flow Sewer

Replace the paragraph with the following:

PVC sewer pipe and fittings 4 to 15 inches shall be in accordance with ASTM D-3034 with a standard dimension ratio (SDR) of 26 for sewer mains and laterals. Larger diameter pipe (18 inches and larger) shall be in accordance with ASTM F-679 with a (SDR) of 26. Both pipe and fittings shall be made of PVC plastic having a cell classification of 12454 as specified in ASTM D-1784.

Pipe joining shall be push on elastomeric gasket joints only and the joints shall be manufactured and assembled in accordance with ASTM D-3212. Elastomeric seals shall meet the requirements of ASTM F-477. The pipe shall be furnished with integral bells and with gaskets that are permanently installed at the factory and in accordance with ASTM D-3212 and contain a steel reinforcing ring. PVC sewer pipe shall be made by continuous extrusion of prime green unplasticized PVC and contain identification markings as required by the applicable ASTM standard.

The use of restrained joint ductile iron pipe or C900 PVC (DR 18) shall be used for all gravity sewer main or lateral installations (4 to 24 inches) within encasements to a point of a minimum of 10 feet outside the casing on each side. The restraint system shall provide uniform circumferential contact thereby eliminating any concerns over point loading.

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Ductile Iron Sanitary Sewer Push-on Fittings: Ductile iron sewer fittings on PVC mains shall be deep-bell, gasketed joint, and air test rated. Gasket groves shall be machined in the factory. Material shall be ductile iron, in accordance with ASTM A536, Grade 65-45-12 and ASTM F1336. Wall thickness shall meet the requirements of AWWA C153. Gaskets shall have a minimum cross-sectional area of 0.20 square inches and conform to ASTM F477. All ductile iron fittings shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils on its' interior. All ductile iron fittings on PVC pipe shall provide a flow line that will match the same flow line as the PVC pipe materials.

Mechanical Joint Sanitary Sewer Fittings: Joints shall be installed in accordance with AWWA C-600 and shall conform to AWWA Standard C-111. Mechanical joints shall be of the stuffing box type and shall conform to ANSI A21.11 for 4 inch pipes and larger. Fittings and specials shall be ductile iron and shall be manufactured in accordance with AWWA Standard C-110 (ANSI A21.11). Compact fittings shall be ductile iron in accordance with ANSI A21.53 (AWWA C-153) for 4 to 24 inch sizes only. Note: mechanical joint wyes are not included in the AWWA C-153 specification. Pressure rating shall be not less than 200 psi unless otherwise specified. All ductile iron fittings shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils on its' interior. Mechanical joint fittings shall be utilized on ductile iron mains and ductile iron laterals. Mechanical joint fittings shall not be utilized on PVC mains.

PVC Fittings: PVC fittings shall be manufactured in accordance with ASTM D-3034, F-1336, and F-679. Molded fittings shall be utilized in sizes from 4 to 8 inches (or larger, if available). Fabricated fittings are defined as those fittings that are made from pipe or a combination of pipe and molded components. All PVC fittings shall contain identification markings as required by the applicable ASTM standard. All PVC fittings shall be gasketed joint, except as indicated for interior drop structures. PVC fittings shall be manufactured by GPK Products, Inc., Plasti-Trends, the Harrington Corporation (Harco), or approved equal.

Page 10-65, Sub-article 1034-2 (B) PVC Force Main Sewer Pipe

Replace with the following:

All force main PVC pipe shall be green in color.

Two inch PVC pipe shall be manufactured using Grade 1 PVC compound material as defined in ASTM D-1784 and shall be SDR21, pressure class 200 in accordance with ASTM D 2241 Fittings for 2 inch PVC shall be solvent welded Schedule 80 PVC. The pipe shall be plainly marked with the manufacturer’s name, size, material (PVC) type and grade or compound, NSF seal, pressure rating and reference to appropriate product standards.

All PVC pipe 4 to 12 inches shall be manufactured using virgin compounds as defined in ASTM D-1784, with a 4000 psi HDB rating and designated as PVC 1120 to be in strict accordance with AWWA C900. The pipe shall be Class 150 and conform to the thickness requirements of DR18. The pipe shall be manufactured to withstand 755 psi quick burst pressure tested in accordance with ASTM D-1599 and withstand 500 psi for a minimum of 1,000 hours tested in accordance with ASTM D-1598. The pipe joints shall be of the integral bell type with rubber gaskets conforming to the requirements of ASTM D-3139 or ASTM F-477.

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Couplings:

Couplings for 2 in. pipe shall be compression, twin gasket type in accordance with ASTM D-3139 for push-on joints and ASTM F-477 for elastomeric seals (gaskets).

PVC fittings are not acceptable for mains other than 2 inch. Fittings and specials for 4 inch mains and larger shall be mechanical joint ductile iron and shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils on its' interior. Fittings and specials for 4 inch mains and larger shall be mechanical joint ductile iron and shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils on its' interior. All fittings shall be adequately supported on a firm trench foundation.

Thrust blocking shall be utilized at all applicable fittings. Fittings requiring thrust blocking shall be full bodied mechanical joint. Compact mechanical joint fittings shall not be allowed where thrust blocking is required.

Mechanical restraining systems shall not be used on PVC pipe.

Page 10-65, Sub-article 1034-2 (C) Polyethylene (PE) Pipe Force Main Sewer Pipe

Replace with the following:

PE pipe shall not be used for force main sewer pipe. All sewer pipes shall be PVC or Ductile Iron as specified herein.

Page 10-65, Add Sub-article 1034-2 (D) High Density Polyethylene (HDPE) Pipe Force Main Sewer Pipe.

Add the following:

The diameter and wall thickness of all high-density polyethylene (HDPE) pipes and fittings shall comply with the appropriate ASTM Specification and the class of pipe designated on the Drawings.

High Density Polyethylene (HDPE) pipe and fittings shall meet the requirements of ASTM F714 and AWWA C906.

HDPE must meet the following minimum Dimension Ratio:

Diameter (inch)	Min Dimension Ratio
4-12	DR13.5
12-48	DR11

The pipes have nominal dimensions shown on Drawings and conform to dimension requirements of the Ductile Iron Pipe Size (DIPS) Sizing System.

Docusign Envelope ID: 0E2D54D9-EA77-8BE6-8284-70F2AD292E06

Polyethylene pipes to meet requirements of ASTM F714 and AWWA C906.

Pipe to be furnished in standard laying lengths not exceeding 50 feet.

Page 10-65, ARTICLE 1034-3 CONCRETE SEWER PIPE

Add the following sentence:

Concrete pipe shall not be used for sewer pipe. All sewer pipes shall be PVC or Ductile Iron as specified herein.

Page 10-65, ARTICLE 1034-4 DUCTILE IRON SEWER PIPE

Page 10-65, Sub-article 1034-4 (A) Gravity Flow Sewer Pipe

Add the following paragraphs:

All ductile iron pipe and fittings shall be in strict accordance with ANSI A21.51 and AWWA C151, Class 50 or Class 51, as applicable, in every aspect. The working pressure shall be a minimum of 200 psi. Pipe shall be furnished in 18 or 20-foot lengths. All pipe joints used in open trench construction shall be furnished with "push-on" joints, unless otherwise specified. All joints and fittings shall be in accordance with ANSI A21.11 and AWWA C111. All ductile iron interior surfaces shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils. The exterior pipe surfaces shall be protected with asphaltic coating as specified in AWWA C151 and C110.

Mechanical Joint Fittings: Joints shall be installed in accordance with AWWA C600 and shall conform to AWWA C111. Mechanical joints shall be of the stuffing box type and shall conform to ANSI A21.11 for 4 inch pipes and larger. Fittings and specials shall be ductile iron and shall be manufactured in accordance with AWWA C110 (ANSI A2l.11). Compact fittings shall be ductile iron in accordance with ANSI A21.53 (AWWA C153) for 4 to 24 inch sizes only. Note: mechanical joint wyes are not included in the AWWA C153 specification. Pressure rating shall be not less than 200 psi unless otherwise specified. All ductile iron fittings shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils. The exterior fitting surfaces shall be protected with asphaltic coating as specified in AWWA C151 and C110.

Mechanical joint fittings shall be used on ductile iron mains and ductile iron laterals. Mechanical joint fittings shall not be used on PVC mains.

The interior of pipe and fittings shall be lined with two (2) coats of ceramic epoxy to produce a minimum dry film thickness of 40 mils. The exterior fitting surfaces shall be protected with asphaltic coating as specified in AWWA C151 and C110.

Page 10-65, Sub-article 1034-4 (B) Force Main Sewer Pipe and Fittings

Add the following sentences:

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The ductile iron pipe shall be Class 51. Joints shall be mechanical joint or push on joint as specified and installed in accordance with AWWA C600 and shall conform to AWWA C111. All ductile iron pipe and fittings (6 inches and above) shall be in strict accordance with ANSI/AWWA C150/A21.50 and ANSI/AWWA C151/A21.51, Class 50, in every respect. Push on joints, rubber gaskets and lubricant shall conform to ANSI A2 1.11. Fittings and specials shall be mechanical joint ductile iron and shall be manufactured in accordance with AWWA C111 (ANSI A21.11). Mechanical joints shall be of the stuffing box type and shall conform to ANSI A21.11 for 4 to 12 inch pipe. All ductile iron pipes and fittings shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils. The exterior pipe and fitting surfaces shall be protected with asphaltic coating as specified in AWWA C151 and C110.

Compact fittings shall be manufactured or mechanically restrained, ductile iron in accordance with ANSI A21.53 (AWWA C153) for 4 to 12 inch sizes only. Where thrust blocking is used, fittings shall be full body ductile iron in accordance with ANSI A21.53 (AWWA C110). All ductile iron interior surfaces shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils. The exterior pipe surfaces shall be protected with asphaltic coating as specified in AWWA C151 and C110.

All pipe joints within an encasement shall be furnished with manufactured restrained joints, and as specified.

Page 10-66, ADD ARTICLE 1034-5 SLEEVES, COUPLINGS AND MISCELLANEOUS

Add the following provisions for sleeves, couplings and miscellaneous:

Page 10-66, Sub-article 1034-5 (A) Transition Fittings

Ductile Iron Pipe Size x SDR26 Transition Adapter-All ductile-iron x PVC transition adapters shall be one (1) piece, bell x bell (gasket x gasket). Transition adapters shall range in size from 4- to 12 inches. Transition adapters for pipes larger than 12 inches shall be as specified herein. All transition adapters shall have a flow way tapered to allow a smooth transition between the ductile iron and PVC. Transition adapters shall be either PVC or ductile iron, in accordance with the following:

PVC – All PVC transition fittings shall be made from DR 18 C900 pipe stock. The C900 pipe stock shall meet the requirements of AWWA C900/C905 and have a minimum cell classification of 12454 as defined in ASTM D1784. The wall thickness shall meet or exceed DR 18. PVC transition fittings shall have SBR gaskets in accordance with ASTM F477. All 4 to 12 inch adapters shall be molded and shall have SBR rubber gaskets. Joints shall be 235 psi rated in accordance with ASTM D3139 for the C900 (ductile iron) bell, and in accordance with ASTM D3212 for sewer (SDR 26) bell. Molded C900 bell depths shall comply with AWWA C907. Fabricated (4 inch, 10 inch, and 12 inch) bell depths and molded sewer (SDR26**)** bell depths shall be in accordance with ASTM F1336**.** Any transitions larger than 12 inches will not be allowed.

Ductile iron – Ductile iron transition fittings 4 to 12 inch shall be deep**-**bell, push-on joint, and air test rated**.** The ductile**-**iron material shall comply with ASTM A536, Grade 65-45-12 or 80-55-06. The bell depth shall be in accordance with ASTM F1336**.** Gaskets shall be of SBR rubber, in

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accordance with ASTM F477. Transition gaskets are not allowed. All ductile-iron transition fittings shall be lined with two (2) coats of ceramic epoxy to produce a total minimum dry film thickness of 40 mils. Any transitions larger than 12 inches will not be allowed.

Page 10-66, Sub-article 1034-5 (B)- Pipe to Manhole Connector (Boot)

The connector assembly shall be the sole element to provide a watertight seal of the pipe to the manhole or other structure. The connector shall consist of a rubber gasket, an internal compression sleeve, and one or more external take-up clamps. The connector shall consist of natural or synthetic rubber and Series 300 non-magnetic stainless-steel. No plastic components shall be allowed.

The rubber gasket shall be constructed of synthetic or natural rubber and shall meet or exceed the requirements of ASTM C923. The connector shall have a minimum tensile strength of 1,600 psi. The minimum cross-sectional thickness shall be 0.275 inches.

The internal expansion sleeve shall be comprised of Series 300 non-magnetic stainless-steel. No welds shall be used in its construction.

Installation of the connector shall be performed utilizing a calibrated installation tool furnished by the connector manufacturer. Installation shall require no re-tightening after the initial installation. Installation shall be done in accordance with the manufacturer's instructions.

The external compression take-up clamps shall be Series 300 non-magnetic stainless-steel. No welds shall be used in its construction. The clamps shall be installed using a torque-setting wrench furnished by the connector manufacturer. Installation shall be done in accordance with the manufacturer's instructions.

The Contractor shall utilize the proper size connector in accordance with the connector manufacturer's recommendations.

The finished connection shall provide a sealing to a minimum of 13 psi and shall accommodate a minimum pipe deflection of 7 degrees without the loss of seal.

The pipe to manhole connector shall be PSX: Direct Drive as manufactured by Press-Seal or approved equal.

Page 10-66, ADD ARTICLE 1034-6 SADDLES AND LATERALS

Add the following provisions for saddles and laterals

Page 10-66, Sub-article 1034-6 (A) Saddles

Sewer service saddles may be used for sewer lateral installations. All sewer service saddles shall be ductile iron with stainless-steel straps, bolts, nuts, and washers. The nuts shall be coated to prevent galling. The saddle body shall be ductile iron, in accordance with ASTM A536, Grade 65-45-12. The gasket material shall be SBR, in accordance with ASTM D2000. Saddles for PVC or DI laterals shall have an alignment flange. All stainless-steel straps shall be pre-formed at the

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factory, to the specified outside diameters of the pipe. Saddles shall be manufactured by Geneco, or an approved equal.

Page 10-66, Sub-article 1034-6 (B) Sewer Laterals

Use fittings meeting the requirements of the following provisions and table:

Mechanical joint fittings shall be used on ductile iron mains and ductile iron laterals. Mechanical joint fittings shall not be used on PVC mains.

The interior of ductile iron pipe and fittings shall be lined with two (2) coats of ceramic epoxy to produce a minimum dry film thickness of 40 mils.

Ductile iron laterals – For ductile iron mains, using mechanical joint fittings or an approved saddle with an alignment flange (Geneco or approved equal). For PVC mains, use an approved saddle with an alignment flange (Geneco or approved equal) or ductile iron fittings as specified above.

PVC laterals – use a saddle with an alignment flange on PVC or ductile iron mains; use a mechanical joint tee with SDR 35 transition gaskets on ductile iron mains; or use PVC fittings as specified within these Special Provisions on PVC sewer mains.

The following table summarizes the materials to be used for sewer main to lateral connections:

	PVC Main	**DI Main**
DI Lateral	**DI fitting or approved saddle**	**MJ fitting or approved saddle**
PVC Lateral	**PVC fitting or approved saddle**	**MJ fitting with transition gasket or approved saddle**

Sewer laterals shall be as specified herein and as indicated on the drawings.

Page 10-66, Sub-article 1034-5 (D) Special Coatings

Add material specifications for ceramic epoxy as follows:

Where ceramic epoxy linings are required, provide lining meeting the requirements contained within these special provisions.

The lining material shall be an amine cured novalac epoxy containing at least 20% by volume of ceramic quarts pigment.

The epoxy material shall meet the following minimum performance requirements:

Permeability Rating: 0.00 perms when tested according to ASTM E-96 Procedure A with a test duration of 30 days.

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ASTM 6-95 Cathodic Disbandment: 1.5 volts at 77°F.

ASTM B-117 Salt Spray: 0.00 undercutting after one year.

Immersion Testing ASTM D-714	Duration
20% Sulfuric Acid	1 Year
25% Sodium Hydroxide at 140°F	1 Year
160°F Distilled Water	1 Year
120°F Tap Water	1 Year

The above requirements shall be verified and tested by an approved testing laboratory. Copies of the laboratory test showing that the lining conforms to the specifications shall be furnished to the Public Works Commission, certified by the Supplier.

SECTION 1036-WATER PIPE AND FITTINGS

Page 10-66 ARTICLE 1036-1 GENERAL

Add the following sentence:

Unless otherwise designated on Drawings all water mains 4 inches and larger in diameter shall be ductile iron as specified herein. Two inch water mains shall be SDR 21 PVC conforming to specifications contained herein.

Page 10-66 ARTICLE 1036-3 COPPER PIPE

Replace second paragraph with the following:

For buried services, use copper water pipe and tube conforming to ASTM B88 soft annealed Type K. The minimum pressure rating for the copper water pipe shall be 655 psi. Use cast brass compression type fittings manufactured for use with copper water pipe and conforming to ANSI/AWWA C800 and local plumbing codes. All brass fittings shall have a 300-psi minimum pressure rating. All services installed in new construction shall be one continuous run of pipe with no splices from the corporation stop to the meter.

Page 10-66 ARTICLE 1036-3 PLASTIC PIPE (A) PVC Pipe Page 10-66,

Sub-article 1036-3 (A) (1) Pressure Rated Pipe

Replace with the following:

Pressure rated pipe shall not be used as water pipe.

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Page 10-66, Sub-article 1036-3 (A) (2) Pressure Class Pipe

Replace with the following:

Two inch PVC pipe shall be manufactured using Grade 1 PVC compound material as defined in ASTM D-1784 and shall be SDR-21, pressure class 200 in accordance with ASTM D 2241. Fittings for 2 inch PVC pipe shall be solvent weld Schedule 80 PVC. Brass FIP x pack joint for PVC fittings shall be used to transition from PVC to brass. The pipe shall be plainly marked with the manufacturer's name, size, material (PVC) type and grade or compound, NSF seal, pressure rating and reference to appropriate product standards.

All PVC pipe (4 to 12 inch diameter) shall be manufactured using virgin compounds as defined in ASTM D-1784, with a 4000 psi HDB rating and designated as PVC 1120 to be in strict accordance with AWWA C900. The pipe shall be Class 150 and conform to the thickness requirements of DR18. The pipe shall be manufactured to withstand 755 psi quick burst pressure tested in accordance with ASTM D-1599 and withstand 500 psi for a minimum of 1,000 hours tested in accordance with ASTM D-1598. The pipe joints shall be of the integral bell type with rubber gaskets and shall conform to the requirements of ASTM D 3139 or ASTM F-477.

Mechanical restraining systems (i.e., mega-lug, grip-ring) shall not be used on PVC pipe.

Fittings and specials shall be ductile iron, bell end in accordance with AWWA C110, 200 psi pressure rating unless otherwise shown or specified. Ductile iron fittings and specials shall be cement mortar lined (standard thickness) in accordance with ANSI A21.4.

PVC fittings are not acceptable for water mains 4 inches or greater. Fittings and specials shall be mechanical joint ductile iron, bell end in accordance with AWWA C-110, 150 psi pressure rating unless otherwise shown or specified.

Ductile iron fittings shall be cement mortar lined (standard thickness) and asphaltic seal coat in accordance with ANSI/AWWA C104/A21.4. All fittings shall have an outside asphaltic coating as specified in AWWA Standard C-151 and C-110, respectively.

All fittings shall be adequately supported on a firm trench foundation.

Page 10-66, Sub-article 1036-3 (B) Polyethylene Pipe (PE)

Add the following:

The diameter and wall thickness of all high-density polyethylene (HDPE) pipes and fittings shall comply with the appropriate ASTM Specification and the class of pipe designated on the Drawings. HDPE pipe shall not be used.

High Density Polyethylene (HDPE) pipe and fittings shall meet the requirements of ASTM F714 and AWWA C906.

HDPE must meet the following minimum Dimension Ratio:

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Diameter (inch)	Min Dimension Ratio
4-12 inches	DR13.5
12-48 inches	DR11

The pipes have nominal dimensions shown on Drawings and conform to dimension requirements of the Ductile Iron Pipe Size (DIPS) Sizing System. The diameter of HDPE shall be such that the inside diameter is at least the size called out on the plans.

Polyethylene pipes to meet requirements of ASTM F714 and AWWA C906.

Pipe to be furnished in standard laying lengths not exceeding 50 feet.

Page 10-67 ARTICLE 1036-4 STEEL PIPE

Add the following sentence:

Steel pipe shall not be used.

Page 10-67 ARTICLE 1036-5 DUCTILE IRON PIPE AND FITTINGS

Replace with the following Sub-Articles:

Page 10-67, Sub-article 1036-5 (A) Pressure Class Pipe

All ductile iron pipes shall be 4 inches and larger. All ductile iron pipes shall be designated as "Pressure Class," unless otherwise specified. The pipe furnished shall have a minimum thickness calculated in accordance with ANSI A21.50 (AWWA C150), with a factor of safety of two (2); a working pressure of 150 psi to 350 psi, plus 100 psi water hammer allowance; and AASHTO H-20 live truck load with 2.5 feet of cover. In no case shall "Pressure Class" pipe's nominal thickness be less than the following:

SIZE (In.)	**PRESSURE CLASS**	**NOMINAL THICKNESS (In.)**
4	**350**	**0.25**
6	**350**	**0.25**
8	**350**	**0.25**
10	**350**	**0.26**
12	**350**	**0.28**

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SIZE (In.)	PRESSURE CLASS	NOMINAL THICKNESS (In.)
16	250	0.30
24	250	0.37

Page 10-66 Sub-Article 1036-5 (B) Thickness Class Pipe

For aerial crossings and other specific situations designated within these specifications, or were indicated on the drawings, the ductile iron pipe shall be Thickness Class. The minimum thickness class for 4 inch water mains shall be Class 51. The minimum thickness class for pipe diameters 6 inches and larger shall be Class 50. All thickness class pipe shall be in accordance with ANSI A21.51 and AWWA C151, with a minimum working pressure of 200 psi.

Flanges shall be designed for each application specifically. The flange pipe shall be in accordance with ANSI/AWWA C115/A21.15. Threads for threaded flange pipe shall be in accordance with ANSI B2.1, shop fabricated as outlined by AWWA C115 with serrated faces furnished on the pipe, completely factory installed. Welding of flanges to the body of the pipe will not be acceptable.

Ductile iron fittings and flanges shall be in accordance with ANSI/AWWA C110/A21.10 with a minimum working pressure of 250 psi. Flange joint gaskets shall be full faced SBR rubber per ANSI/AWWA C111/A21.11 with a minimum 1/8 inch thickness.

Page 10-66 Sub-Article 1036-5 (C) Joint Types

Pipe Joints shall be mechanical joint, push on joint, or factory restrained joint, unless otherwise indicated, conforming to AWWA C600 and AWWA C111.

Factory restrained joint fittings are not allowed on this project. Fitting joints shall be mechanical joint or push on joint without factory restraints. Restraints may also be provided by external harnesses or thrust blocks per project details.

Mechanical joints shall be of the stuffing box type and shall conform to ANSI A21.11 for 4 inch pipe through 30 inch pipe. Push on joints, rubber gaskets, and lubricant shall conform to ANSI A21.11.

Factory restrained joint pipe, excluding fittings, shall be utilized for all pipes greater than 16-inches in diameter as designated on the approved Contract drawings. The pipe, joints, and gaskets shall be in accordance with applicable ANSI/AWWA Standards as specified for ductile iron pipe. Factory restrained joints shall be rated for a working pressure of 350 psi for sizes up to 12 inches.

All factory restrained joint pipe shall have the restraints internal to the pipe (i.e., “boltless”). All restrained joint ductile iron pipe shall be as manufactured by: U.S. Pipe’s TR-Flex, HDSS Pipe; Griffin Pipe Products SNAP-LOK; American Cast Iron Pipe Company's Flex-Ring Joint; or approved equal. The method of restraining the valves to the factory restrained ductile iron pipe

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shall be per the Contract drawings and these Special Provisions. The valves shall have the same working pressure as the pipe.

Page 10-66 Sub-Article 1036-5 (D) Fittings

Fittings and specials shall be mechanical joint ductile iron and shall be manufactured in accordance with AWWA C110 (ANSI A21.11). Compact fittings shall be mechanically restrained, ductile iron in accordance with AWWA C153 (ANSI A21.53) for 4 to 12 inch sizes only. Where thrust blocking is used, fittings shall be full body mechanical joint ductile iron in accordance with ANSI A21.53 (AWWA C110).

Tangential welded on outlets (i.e., bosses) shall only be utilized on pipe 24 inches and larger. All bosses shall be factory welded; field fabrication is not allowed. The pipe shall be in accordance with these specifications. Bosses shall be of the size and location indicated on the approved drawings.

The DI/HDPE mechanical joint adaptor shall consist of a molded or fabricated HDPE mechanical joint transition fitting, rubber gasket, a mechanical joint backup drive ring and mechanical joint tee bolts. Pipe stiffeners shall be employed to support the interior wall of the HDPE. The stiffeners shall support the pipe's end and control the "necking down" reaction to the pressure applied during normal installation. The pipe stiffeners shall be formed of 304 or 316 stainless-steel, with a wedged style design to fit the HDPE manufacturers published average inside diameter of the specific size and DR of the HDPE.

Page 10-66, Sub-Article 1036-5 (E) Linings and Coatings

All ductile iron pipe fittings and specials shall be lined with standard thickness cement mortar lining and asphaltic seal coat in accordance with ANSI A21.4 (AWWA C104). Pipe and fittings shall have an outside asphaltic coating as specified in AWWA C151 and C110, respectively. The coating shall be strongly adherent to the pipe at all temperatures.

Page 10-66, Sub-Article 1036-5 (F) Quality Assurance

Each joint of pipe and each fitting shall be inspected by an independent domestic testing laboratory, and certification shall be supplied that all pipe and fittings meet project specifications. In addition, upon request, the Contractor shall furnish a six (6) inch test section from each lot of water pipe as per AWWA C104 to be used for additional test of the pipelining by PWC. Satisfactory results of this test must be obtained before acceptance of the pipe.

Page 10-67, ARTICLE 1036-6 FIRE HYDRANTS

Replace with the following:

All fire hydrants shall be dry barrel, traffic type and conform to the latest revision of AWWA C502. All working parts shall be bronzed. The size of the fire hydrants (designated by the nominal diameter of the valve opening) shall not be less than 4 1/2 inches. All hydrants shall be able to deliver 1,000 gallons per minute with a friction loss of not more than 5 pounds per square inch total head loss through the hydrant. Hydrants shall be of compression type (opening shall be of

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such design that when the barrel is broken off the hydrant valve will remain closed and reasonably tight against leakage). All hydrants shall be mechanical joint to accommodate the spigot end 6 inch Class 350, AWWA Standard, ductile iron pipe. Six (6) inch bosses may be substituted for tees in pipe sizes exceeding 24 inches in diameter. The boss shall be welded to the bottom of the main to provide effective flushing of the system.

All hydrants shall be furnished with two 2 ½ inches nozzles and one 4 ½ inch pumper nozzle. Outlets shall have American National Standard fire hose coupling thread, and shall be provided with nozzle caps securely chained to the body of the hydrant. The base of the hydrant shall have 2 cast lugs suitable for use in strapping the hydrant to the connecting pipe. The operating nut shall be pentagonal in shape, finished with a slight taper to 1 1/2 inches from point to flat. All hydrants shall open left or counterclockwise. Hydrants shall be suitable for a working pressure of 150 pounds per square inch and test pressure of twice the working pressure. Fire hydrants shall be specific models manufactured by Mueller Company (Model Centurion 200), Clow Corporation (Medallion), American Darling (Model Mark 73-1) or approved equal. The interior of the hydrant shoe shall be coated with a 4-mil-thickness FDA approved epoxy coating. Paint hydrants with one coat of primer paint and two coats of an approved paint. Apply the final coat after hydrant installation. The bonnet of the fire hydrant shall be painted a dark green. The remainder of the fire hydrant shall be painted safety yellow the bonnet of the fire hydrant shall be painted dark green

Page 10-67, ARTICLE 1036-7 WATER VALVES

Page 10-67, Sub-article 1036-7 (A) Gate Valves

Replace with the following:

All manually operated valves 4 inches and larger shall be ductile-iron body resilient wedge type gate valves conforming to ANSI/AWWA C509 for resilient seat-type valves or to ANSI/AWWA C515 for reduced-wall, resilient seat gate valves. Valve connections shall be as required for the piping in which they are installed and shall conform to ANSI/AWWA C111/A21.11. Gate valves shall have a design working water pressure of 250 psi.

All valves up to and including 36 inch diameter shall have triple "O" ring stem seals**.** The design and machining of valves shall be such as to permit the replacement of the upper two (2) "O" rings without undue leakage while the valve is wide open and in service**.** The wedge shall be ductile iron encapsulated in nitrile rubber (4 to 12 inches) sizes and SBR rubber (14 to 24 inches) sizes**.** All internal and external surfaces of the valve body and bonnet shall have a fusion bonded epoxy coating complying with ANSI/AWWA C550 applied electrostatically prior to assembly, conforming to AWWA C550-90**.** Valves shall have a clear waterway equal to the full nominal diameter of the valve**.** All valves shall be tested for leakage and distortion in strict accordance with the latest revision of ANSI/AWWA C500.

For buried service, gate valves shall have non-rising stems, two (2) inch square operating nuts and shall open by turning counterclockwise. The operating nut shall have an arrow cut in the metal, indicating the direction of opening.

Gate valves installed in meter vaults shall have a wheel in lieu of a square operating nut and shall also have a non-rising stem. The valves shall also open by turning counterclockwise. The wheel

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shall have an arrow cut in the metal indicating the direction of opening. Flanges shall not be buried. An approved vault shall be provided for all flange connections.

All valves shall be manufactured in strict accordance with the latest specifications of ANSI/AWWA standards. Valves shall be manufactured by: Mueller Company, Clow Corporation, or American Darling Company. Certification shall be furnished with the materials submittals by the manufacturer that all valves are in accordance with these specifications.

Where specified on the plans, resilient valves shall be supplied with gearing. Spur gearing for valves installed in a vertical position and bevel gearing for valves installed in a horizontal position. In cases where valve locations on plans do not designate valve gearing and the proposed depth of water main is not adequate to achieve normal depth above valve bonnet of at least two (2) feet in cover, provide bevel gearing for all large diameter valves (16 inches and larger).

Page 10-67, Sub-article 1036-7 (B) Bronze Gate Valves

Replace with the following:

Bronze gate valves shall not be used. All valves smaller than four (4) inches shall be ball valves.

Page 10-67, Sub-article 1036-7 (C) Tapping Valves

Replace with the following:

Use tapping valves conforming to Sub-article 1036-7(A) with appropriately sized openings, with flanged by mechanical joint ends and pressure rated at 250 psi.

Resilient seated tapping valves shall be furnished with the tapping flange having a raised face or lip designed to engage the corresponding recess in the tapping sleeve flange in accordance with MSS-SP60. Tapping valves without the raised face on the tapping flange are not permitted. The interior of the waterway in the body shall be a full opening and capable of passing a full-sized shell cutter equal to the nominal diameter of the valve.

Page 10-68, Add Sub-article 1036-7 (F) Ball Valves

Add the following provisions:

For all valves smaller than 4 inches, ball valves shall be used. Ball valves shall be installed in accordance with these provisions.

Ball valves shall be all bronze construction, with tee head operator and having a removable disc. Ball valves shall have threaded connections, in accordance with the standard details. Ball valves shall be manufactured and tested in accordance with ANSI/AWWA C800**.** The valve shall be equipped with packing nuts, gland, and packing material**.** Ball valves shall be of an approved type made from approved materials conforming to ASTM Specifications**.** The turn required to travel from fully closed to fully open on the ball valve shall be 90 degrees.

Page 10-68, ARTICLE 1036-8 SLEEVES, COUPLINGS AND MISCELLANEOUS

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Page 10-68, Sub-article 1036-8 (A) Tapping Sleeves

Add the following provisions:

Water tapping sleeves shall be ductile iron mechanical joint or stainless-steel full gasket and have a minimum working pressure of 150 psi for all tapping of mains up to and including 24 inch diameter with a branch less than or equal to 12 inch diameter. Branch diameter greater than 12 inch on 16 inch diameter pipe and larger shall require full body ductile-iron mechanical joint tapping sleeve. Sleeves shall be able to meet the test pressure of 200 psi.

Ductile iron mechanical joint tapping sleeves shall be as manufactured by Clow, M&H, Mueller, American, or an approved equal and shall be furnished with complete joint accessories**.** The mechanical joint sleeve shall be compatible with the type and class of pipe being tapped. The outlet flange shall be class 125 per ANSI B16.1 compatible with approved tapping valves. The sleeve shall have a mechanical joint body with end glands and gaskets. The sleeve shall include a 3/4 NPT test plug.

Stainless-steel tapping sleeves shall be furnished with all accessories. The sleeve, lugs, bolts, and nuts shall be 18-8 type 304 stainless-steel, as provided by the manufacturer. The outlet flange shall be ductile iron or stainless-steel. The sleeve gasket shall be a grid pattern design and shall provide full circumferential sealing around pipe to be tapped**.** The sleeve shall include a 3/4 NPT test plug**.** All welds shall be passivated**.** The outlet flange shall be class case D per AWWA C207-ANSI 150 lb. drilling compatible with approved tapping sleeves.

All tapping sleeves shall be hydrostatically pressure tested prior to the tap being accomplished. Use of air to complete the pressure test is not acceptable. The tapping sleeve shall be tested to 200 psi. The PWC project coordinator shall witness and approve the testing.

Page 10-68, Sub-article 1036-8 (B) Transition Sleeves and Couplings

Add the following material to this sub-article:

Use mechanical joint full body solid sleeves conforming to MJ fittings of this special provision of 1036-5. Sleeves shall be rated for 250 psi working pressure. Sleeves used for water main repairs and/or field adjustments or corrective measures will not be permitted.

Page 10-68, Sub-article 1036-8 (C) Sampling Stations

Add the following provisions:

Above ground sampling stations shall be provided at locations shown on the construction drawings and be NSF 61 certified. Stations shall contain a stainless-steel standpipe with 1 inch fittings and connections with a ¾ inch reducer. All stations shall be enclosed in a lockable, powder-coated nonremovable, aluminum-cast housing and have freeze protection with either internal evacuation rods or manual evacuation pump. Use Kupferle Eclipse #88-SS or approved equal.

Page 10-68, ARTICLE 1036-9 SERVICE LINE VALVES AND FITTINGS

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Add the following provisions to the second paragraph:

All water service saddles for use on 2 inch PVC shall be 1 inch brass saddles as manufactured by Ford, McDonald, Mueller or approved equal.

Water service saddles for 1 inch and 2 inch taps on 4 inch, 6 inch, 8 inch, 12 inch and larger size PVC and asbestos-cement (AC) and 4 inch and larger size iron pipe shall be ductile iron with stainless-steel strap(s), bolts, nuts, and washers. Ford Models FS 101, FS 202; Romac Models 101S, 202S; Smith-Blair Model 315, 317 or approved equal shall be used. Stainless-steel straps must be pre-formed at the factory to the specified outside diameters of the pipe.

Water service saddles with a 2 inch outlet shall be double strap.

Water service saddles for pipe sizes 12 to 24 inches shall be double strap.

Add the following provisions to the third paragraph:

Use cast brass compression type fittings manufactured for use with copper or PE water pipe, as applicable, and conforming to AWWA C800. All brass fittings shall have a 300-psi minimum pressure rating.

The Contractor shall be responsible for connecting the new tailpiece to the customer's existing service utilizing brass fittings**.** The Contractor is responsible for all necessary fittings in order to connect the copper tubing to the existing meter**.**

The existing meter boxes shall be replaced as part of the renewal of the water services**.** A composite, HS-20 rated meter box shall be used if the meter is to be in or adjacent to asphalt or concrete pavements, or where vehicles may receive incidental HS-20 traffic. The Contractor shall be responsible for furnishing and installing the meter boxes**.**

Page 10-68, ADD ARTICLE 1036-10 IDENTIFICATION OF PLASTIC OR NON-METALLIC PIPES

For the purpose of locating plastic or non-metallic pipes~~,~~ a continuous "detectable" tracer wire shall be installed. The wire shall be a minimum 12-gauge, single strand, coated copper, suitable for underground use. Splices shall be accomplished utilizing a corrosion proof wire connector. The connectors shall "lock" the wires in place and contain a dielectric sealant to prevent corrosion.

The connector shall be "Snake Bite" connector manufactured by Copperhead Industries, LLC, or approved equal. The wire shall be buried continuously along the pipe. The wire shall be "stubbed" into the valve boxes and secured. Bolts shall be used to secure the detectable wire, and the attachment location shall be readily available from finished grade without special equipment. The wire shall be installed with all non-metallic pipelines.

Page 10-68, ADD ARTICLE 1036-11 VALVES BOX

Valve boxes shall be "slip-type" made of close-grained, gray cast iron metal painted with a protective asphaltic coating. Construction shall be in three pieces as follows: The lower of base

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pieces, which shall be flanged at the bottom, the upper part which shall be flanged on the lower end, and of such size as to telescope over the lower part, the upper end being constructed in the form of a socket to receive the cap or cover; and the cover or cap shall have cast on the upper surface, in raised letters, the word "WATER". All valve boxes shall be equal in quality and workmanship to those manufactured by Sigma Corporation (VB-462), Tyler Union (6855 Series), Star Pipe Products (VB-0004), or an approved equal. Valve box shall have a 3/8 inch hole drilled in the upper part 4 to 6 inches from the top of the box to accommodate a ¼ x 1 1/2 inch galvanized bolt for securing tracer wire.

Valve box protector rings shall be installed to protect valve boxes located outside pavements (i.e., roadway shoulders).

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DIVISION 15-UTILITY CONSTRUCTION

SECTION 1500-GENERAL UTILITY REQUIREMENTS

Page 25-1 ARTICLE 1500-2 COOPERATION WITH THE UTILITY OWNER

Page 15-1, Sub-article 1500-2 Cooperation with Utility Owner

After Line 24, Add the following:
Fire hydrant accessibility:

Existing fire hydrants shall be accessible to the Fire Department at all times. Fire hydrants shall not be taken out of service without PWC's written approval. The Fire Department shall be notified of any fire hydrant taken out of service.

If the fire hydrants need replacement, relocation, or connected to a new water main, the PWC and the appropriate Fire Department shall be notified and coordinated with prior to commencing work. Fire hydrants shall not be removed from service without prior approval of the PWC. The existing fire hydrants shall be returned to PWC. Fire hydrants not in service shall be covered with burlap bags, whether existing or new.

The Contractor shall notify PWC and the applicable Fire Department of when and what area they will be working. The Contractor shall notify PWC and the Fire Department a minimum of 48 hours prior to commencing work. The Contractor shall coordinate with PWC and the appropriate Fire Department regarding the placement of temporary fire hydrants.

Page 15-1, ARTICLE 1500-3 UTILITY LOCATIONS AND CONTRACTOR'S RESPONSIBILITY

PWC Sewer Work:

(1) Manholes located outside of pavement must have a PWC issued marker.
(2) All manholes having cam-lock ring and covers shall be locked.
(3) Install a PWC issued marker at all valve and combination air valves at manholes outside of pavement as directed by PWC.
(4) Verify all plugs have been removed from the sanitary sewer system.

Water Work:

(1) Verify all valves are fully open.
(2) Verify all valves are accessible and can be operated.

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Page 15-1, ARTICLE 1500-5 RELATION OF WATER MAINS TO NON-POTABLE WATER LINES AND OTHER UTILITIES

Add the following paragraph:

Relation of water mains to sewers shall also apply to all sewer lateral crossings (4 inches and 6 inches).

Page 15-1, Add Sub-article 1500-5 (A) Crossing Existing or Proposed Utilities

The Contractor shall conduct their operations so that the following requirements are adhered to:

(1) Underground telephone, cable TV, and gas utilities or conduit banks shall be crossed maintaining a minimum of 12 inches of separation or clearance.

(2) Electrical crossings shall be performed while the conductor is de-energized and at all times in the presence of PWC. Electrical crossings shall be by NESC requirements. Electrical primary conductor crossings shall be as follows:

a. Crossing over a conductor, maintain a minimum of 12 inches of undisturbed soil encasing the conductor.
b. Crossing under a conductor shall be accomplished by boring, maintaining 12 inches of undisturbed soil encasing the conductor.

Page 15-2, ARTICLE 1500-7 SUBMITTALS AND RECORDS

Add the following sentences after line 30:

The Contractor shall not perform any portion of the utility work requiring submittal and review until the respective submittal has been reviewed.

The Contractor shall provide submittals on the following:
(1) A sample door hanger, notifying the residents of the project and those times that the resident may not have water service.
(2) Identification of the proposed project superintendent and representative authorized to act on behalf of the Contractor.
(3) Proposed project schedule. The schedule shall include the sequencing and coordination of connections to existing water mains, pipeline inspections, trenchless crossings, temporary water main set up and removal, sewer bypass pumping set up and tear down, and final restoration.
(4) All piping, fittings and structures including that to furnish temporary water during extended service interruptions.
(5) Sewer bypass pumping-as outlined in these Special Provisions.
(6) Contractor personnel emergency contact information.
(7) All piping fittings and structures for use with all new installations.

Upon completion of the Work, the Contractor shall provide two complete sets of drawings recording all changes to the work to indicate actual installation. The plans shall include coordinates

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of utility controls and horizontal and vertical locations of the piping sealed by a North Carolina Professional Land Surveyor (PLS). Changes shall be noted in legible red letters. These changes shall include but are not limited to the following:

(1) Change in lateral location
(2) Change in pipe material (including actual limits of pipe restraints)
(3) Change in manhole location
(4) Location of ductile iron installed on existing AC water mains
(5) Size, depth, and installed elevations of mains, laterals, force mains, and manholes
(6) Location of valves, blow-offs, and other appurtenances

As-built plans provided as PDF formatted files shall be generated from the source electronic files, not scanned facsimiles of paper plan sheets. Provide record drawing as-builts as PDF files and AutoCAD (.dwg) files, version 2018 or later format to the Engineer and utility owner.

Page 15-2, ARTICLE 1500-8 LOCATING AND MARKING

Add the following requirements:

For identification of plastic water services, the tracer wire shall be buried continuously along the water service lateral from the main to the meter box. The wire shall extend a minimum of 12 inches into the meter boxes.

For identification of plastic or non-metallic pipes, a tracer of the wire shall be buried continuously along the pipe. The wire shall be "stubbed" into valve boxes and secured such that a direct/conductive metal detector may be used to trace the pipe location. Bolts shall be used to secure the detectable wire, and the attachment location shall be readily available from finished grade without special equipment. The wire shall be installed above with all non-metallic pipelines.

Page 15-2, ARTICLE 1500-9 PLACING PIPELINES INTO SERVICE

Replace last two sentences with the following:

Obtain approval from PWC prior to placing a new water line into service. Use backflow prevention assemblies for temporary connections to isolate new water lines from existing water lines. A representative from PWC shall witness all tests performed on their water facilities.

Add the following:

Prior to final inspection, all sanitary sewer laterals, mains, and manholes newly installed on the collection system shall be flushed and cleaned. During the flushing operation, the downstream manhole shall be closed with a watertight plug to protect the existing sewer main. All water and debris shall be removed and properly disposed of by the Contractor. This condition shall be maintained until PWC issues acceptance of the work.

(1) Planned service interruptions on PWC-owned lines:

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Coordination of temporary interruptions to water and/or sewer services shall be the responsibility of the Contractor**.** The Contractor shall schedule a coordination meeting with the Department and the PWC Project Coordinator a minimum of three (3) business days prior to any planned service interruption and prior to any notices being issued**.** The purpose of this coordination meeting is to ensure that the Contractor has a good understanding of the requirements related to the proposed outage, verify that there are no utility conflicts, discuss any necessary contingency plans, and all equipment, materials, tools, and all other incidentals necessary to complete the work are on the project site in good working order**.** Should, for any reason, the Department and/or PWC deem that the Contractor is not prepared for the proposed outage, the outage notifications will not be distributed**,** and the outage shall be postponed a minimum of two (2) weeks**.** The Department will provide written notification to the Contractor of this decision**.** No additional contract time will be granted for this delay**.**

The duration of the service interruption shall be coordinated with the Department and PWC**.** Service interruptions to residents shall be limited to no more than eight (8) hours at any given time**.** If the service interruption is anticipated to exceed eight (8) hours, temporary service shall be provided**.** The Contractor shall provide all the necessary equipment and materials for temporary service. The notifications shall describe the work to be undertaken and approximate dates of the work**.** The text of the notifications shall be approved by the Department and PWC in advance**.** The Contractor shall furnish a copy of the notification to the PWC Project Coordinator each time such notification is issued to the residents.

Whenever the property owner's use of the water and/or sanitary sewer must be interrupted by the Work, the Contractor shall notify the residents a minimum of 48 hours prior to service interruption**.** This notification shall be accomplished with door hanger notification cards placed at the addresses of the affected residents**.** Property owners shall be informed when service interruption takes place and the expected duration**.** The Contractor shall make every effort to minimize inconvenience to the public and property owners**.**

The Contractor shall complete the required work and restore water service within the given time period for the outage**.** PWC reserves the right to cancel or postpone the outage at any time, for any reason.

(1) **Furnishing pressurized, temporary water service:**

Provide and maintain pressurized, temporary water supply to all services connected to water mains that must be depressurized and/or interrupted for any reason related to the Work including cut in construction and ties in. The only exception to this requirement is the performance of emergency repair and if the planned interruption of service is expected to last less than eight (8) consecutive hours. Provide temporary water supply if the interruption extends past eight (8) consecutive hours.

Maintain and operate temporary water supply until completion of required disinfection and flushing procedures and, receipt of confirmation of acceptable bacteriological test results for the section of water main that was interrupted.

The Contractor shall submit a detailed temporary water layout plan prior to the planned outage. The Contractor will be responsible for furnishing, installing, maintaining, and removing all

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temporary water lines during the course of the work. All costs associated with this item shall be incidental for the work that is needed for.

The temporary lines shall be leak free and installed in a neat and orderly fashion. The Contractor shall be responsible for protection of the temporary line and shall provide the personnel necessary to immediately respond to all water line breaks, leaks, and outages associated with the project. A 24-hour "hotline" shall be established for PWC to call when a problem arises with the temporary water system. Any leaks on the temporary water service lines shall be repaired immediately. The Contractor shall also take all necessary precautions to protect the temporary water system from freezing and shall include freezing protection procedures in the temporary water layout plan.

The Contractor shall connect the temporary water system directly to the customer's meter, utilizing approved fittings. This may necessitate the meter being placed outside of the meter box. During weather that may result in the meter and/or temporary service lines freezing, the Contractor shall take all reasonable precautions. to prevent the meter and/or temporary bypass lines from freezing.

Fire protection must be maintained at all times during construction. Temporary fire hydrants must meet the approval of the applicable Fire Department, prior to their use.

Prior to installing any temporary service lines, the Contractor shall verify the need for such lines, especially on streets with multiple water mains. Any costs incurred by installing temporary water lines that are not needed shall be at the Contractor's expense.

Backflow prevention measures will be required when the temporary water system is serving any commercial businesses. Backflow prevention measures will not be necessary when the temporary water system is only serving residential homes. Where backflow prevention is required, a reduced pressure device shall be utilized in accordance with PWC's Cross-Connection Control Ordinance. The Contractor shall call PWC's Environmental System Protection Department (910-223-4699) for additional information and requirements and shall notify the PWC Project Manager and Project Coordinator of all information.

Restrained joint PVC piping will be allowed if properly placed so as to prevent its damage by traffic. All temporary service pipe crossing streets and/or commercial driveways must cross in a fashion that will not create a traffic hazard. Boring or punching may be required when crossing streets with high traffic volume or higher speeds. Temporary piping crossing sidewalks or wheelchair access ramps must be ramped or buried. Any temporary water lines crossing a driveway shall be covered with a rubber ramp or bituminous cold patch provided by the Contractor. When temporary paving is used to ramp temporary services lines, it must be compacted by a roller or compaction device to minimize tracking. The Contractor is to maintain ramps and patches to ensure access by public. Piping must be buried when so directed by the Department**.** All temporary water piping connected to fire hydrants shall be constructed in such a manner that, if necessary, it can be easily removed so the fire hydrant can be used for firefighting purposes with minimal effort. All such connections to the fire hydrants must be compatible with applicable Fire Department requirements for each fire hydrant outlet used. Where fire hydrants cannot be used or are not available, the Contractor shall make below ground taps for bypass connections.

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Direct connections to the existing water system will not be allowed until disinfection is complete and each section of temporary line, including service lines, has passed bacteriological and turbidity testing. All dead-end temporary service lines shall be equipped with a temporary blow-off.

Temporary service lines longer than 750 linear feet must have a supply at each end. Temporary service lines must have a main line shut off valve at least every 500 feet. Fire protection must be maintained at all times during construction.

Upon activation of the newly relocated or installed pipe, the Contractor shall remove all temporary service lines and shall leave all streets, sidewalks, and adjacent properties in a condition of equal or better than original. Prior to installing the meter and connecting the customer to the new main, the existing service line shall be thoroughly flushed to remove any deposits collected during the work.

The pipe, hoses, and other materials which are to be furnished by the Contractor for use as temporary service pipe shall be clean, watertight, and fully adequate to withstand the existing pressure and all other conditions of use. Care shall be exercised throughout the installation of all temporary pipe and service fittings to avoid any possible contamination of any mains or services.

All piping utilized in the temporary water system shall be NSF Standard 61 certified for use in potable water applications or FDA CFR 177.2600 approved, for use in contact with food articles, if such use is approved by NCDEQ. The Contractor may utilize PVC pipe only if the pipe is equipped with restrained joints.

(3) Testing and Disinfection

The Contractor shall coordinate and fully cooperate with PWC when scheduling testing. The Contractor shall provide a minimum of two (2) business days' notice when scheduling testing with PWC. All testing shall be in accordance with these special provisions.

All temporary water piping, newly lined mains, and newly installed mains shall be flushed and disinfected prior to placing into service. For water samples on PWC's- owned water mains, the PWC Project Coordinator shall take the appropriate sample(s) to the PWC lab for analysis. Upon successful completion of the disinfection process, the water lines can be placed into service. Disinfection shall be in accordance with these Special Provisions. All water samples from PWC's owned mains shall be taken to the PWC Lab by the PWC Project Coordinator.

The Contractor shall provide all equipment, materials, personnel, traffic control and all means necessary to perform all testing and inspection at no additional cost to the Department. If the same line segment fails the required testing more than two (2) times, PWC will charge a fee of $100.00 per test, beginning with the third attempt, until a passing test is achieved.

All environmental regulations governing the release and/or disposal of chlorinated testing water shall be met by the Contractor. AWWA C655 defines "highly chlorinated" water as water having more than 4 ppm. Any water with a chlorine level greater than 4 ppm shall be de-chlorinated by the Contractor prior to being released to the environment.

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The disinfection chlorine level will be checked by the PWC Project Coordinator for a minimum of 24 hours. after the initial disinfection. If the chlorine level is found to be acceptable at that time, the Contractor will be required to flush and remove the disinfection chlorine from the main to allow for sample collection. Should the chlorine level be found unacceptable, the disinfection process shall be repeated. The cost of the system disinfection and disposal of the chlorinated water shall be included in the appropriate measurement and payment item.

SECTION 1505-EXCAVATION, TRENCHING, PIPE LAYING AND BACKFILLING FOR UTILITIES

Add the following sentence after line 12:

Sewer and water main bedding shall also conform to the requirements of the details on the drawings for sewer bedding and water main bedding.

Page 15-3, Add Sub-article 1505-2 (A)-Pipe Protection in Contaminated Conditions-Nitrile Rubber Gaskets

Where shown on the Drawings or where contaminant petroleum (i.e., diesel, gasoline, etc.) is encountered, use contaminant gasket material. Contaminant gasket material shall be nitrile rubber in accordance with ASTM 1418. Gaskets shall be consistent with pipe manufacturer's recommendation for any other contaminants encountered.

Page 15-3, Add Sub-article 1505-2 (B) Pipe Protection in Contaminated and/or Corrosive Conditions- Polyethylene Encasement

Where shown on the Drawings or where contaminant petroleum (i.e., diesel, gasoline, etc.) and/or corrosive and highly organic soils are encountered, provide polyethylene encasement in underground installations of ductile iron piping for water and sewer. Polyethylene wrap in tube or sheet form for piping encasement shall be manufactured of virgin polyethylene material conforming to the requirements of ANSI/ASTM Standard Specification D1248. The specified nominal thickness for low-density polyethylene film is 0.008 inches (8-mils). The specified nominal thickness for high-density cross-laminated polyethylene film is 0.004 inches (4-mils). The minus thickness tolerance shall not exceed 10 percent of the nominal thickness on both material types.

Page 15-4, ARTICLE 1505-3 CONSTRUCTION METHODS

Page 15-4, Sub-article 1505-3 (C) Bedding

Add the following paragraph:

Gravity Flow Sewer Pipe:

The bottom of the trench shall be excavated to a minimum of four (4) inches below the outside bottom of the pipe being installed to allow adequate placement and compaction of bedding material prior to installation.

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Crushed stone bedding material shall be placed a minimum of four (4) inches deep and a maximum of six (6) inches deep under the pipe for full width of the trench and halfway up the pipe on the sides. Bedding material shall be placed in layers not exceeding 6 inch loose thickness for compacting by vibratory mechanical tamps under the haunches and concurrently on each side of the pipe for the full width of the trench. The final result shall be "Class B" bedding for rigid pipe. If the existing material under the pipe bedding material is unsuitable, the unsuitable material shall be removed and replaced with stone bedding material (No. 57 or No. 5 stone).

Page 15-4, Sub-article 1505-3 (D) Pipe Laying

Add the following paragraphs:

All pipes and fittings shall be carefully lowered into the trench in such a manner to prevent damage to the protective coatings and linings. Under no circumstances shall pipe materials be dropped or dumped into the trench. Pipe shall be carried into position and not dragged.

All dust, dirt, oil, tar (other than standard coating), or other foreign matter shall be cleaned from the jointing surfaces, and the gasket, bell, and spigot shall be lubricated with lubricant recommended by the manufacturer**.**

All pipes shall be installed in accordance with the approved plans and cut sheets**.**

For water pipe and sewer force main, installation shall be in accordance with the pipe manufacturer's instructions. Mechanical equipment may be used, but solely relying on using an excavator to home the pipe will not be allowed. Equipment can be used to assist the pipe layer and pipe bar.

Gravity flow sewer pipe shall be laid upgraded, beginning at the lower end with the tongue or spigot ends pointing in the direction of the flow to the correct line and grade. The sewer pipe section to be installed shall be aligned by batter board or laser beam with the last installed pipe section. Pipe shall be assembled in accordance with the pipe manufacturer's instructions. Any damage resulting from the use of mechanical equipment shall be replaced as directed by the Department. Mechanical equipment may be used, but solely relying on using an excavator to home the pipe will not be allowed. Equipment can be used to assist the pipe layer and pipe bar.

Adjustments in grade by exerting force on the barrel of the pipe with excavating equipment will not be allowed. The Contractor shall verify line and grade after assembling each joint.

No pipe shall be laid in water or where trench conditions are unsuitable. Every precaution shall be taken to prevent material from entering the pipe while it is being installed.

Page 15-4, Sub-article 1505-3 (E) Thrust Restraint third paragraph

Replace third paragraph with the following:

At locations where restrained joints are shown on the plans, use ductile iron pipe with push-on factory restrained joints. The pipe, joints, and gaskets shall be in accordance with ANSI/AWWA Standards as previously specified for ductile iron pipe in Sub-article 1036-5, Restrained joints shall

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be rated for a working pressure of 350 psi for sizes 4-through 24 inch and 250 psi for larger sizes. All factory restrained joint pipe shall have restraints internal to the pipe (i.e., "boltless"). Mechanical restraints shall be used in accordance with approved Contract drawings only. All push-on factory restrained joint ductile iron pipe, and fittings shall be as manufactured by U.S. Pipe's TR-Flex, Griffin Pipe Products SNAP-LOK, American Cast Iron Pipe Company's Flex-Ring Joint, or approved equal.

Special accessories such as mechanical joint retainer glands or field locking gaskets are acceptable on pipes. Use concrete reaction blocking and thrust collars only where joint restraint is impractical.

Concrete thrust blocking shall be used on all PVC water mains unless shown otherwise on the plans. When thrust blocking is to be used, backfilling shall not occur until the concrete has time to set. No hydrostatic pressure testing shall occur until the concrete thrust blocking has cured for a minimum of five (5) calendar days.

Page 15-4, Sub-article 1505-3 (F) Backfilling

Add the following paragraph:
Compaction

Backfill shall be compacted in accordance with the following table as a percentage of the maximum density at optimum moisture content as determined by the Standard Proctor Test, ASTM D-698.

Area	Percent ASTM D-698 Area Maximum Dry Density
Around and 1' above top of pipe	95
Remaining trench (within 4' of subgrade)	95
Pavement subgrade and shoulders	
- Last 1' of fill (below subgrade)	100
- Last 3' of fill to 12" below subgrade	98
Base material	100
Adjacent to structures (Areas not paved)	95
Under structures	98
Utility Outfalls (Cross Country)	95

Page 15-5, ARTICLE 1505-5 CONCRETE ENCASEMENT OF UTILITY LINES

Replace with the following:

Water and/or sewer utility lines are not to be encased in concrete.

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SECTION 1510-WATER LINES

Page 15-5, ARTICLE 1510-S2 MATERIALS

Page 15-5, Sub-article 1510-2 Materials

Add the following sentences to Paragraph 5:

Clay pipe, PE pipe, steel pipe and concrete pipe shall not be used for water pipe unless as described below. All water pipes shall be Ductile Iron or PVC with ductile iron fittings as specified herein unless otherwise indicated on the drawings.

For subsurface water crossings (i.e., streams, wetlands) via Horizontal Directional Drilling (HDD), Fused HDPE or FPVC shall be used.

Pipe Markings:

- Meet the minimum requirements of AWWA C906. Minimum pipe markings shall be as follows:
  - Manufacturer's name or trademark and production record.
  - Nominal pipe size.
  - DIPS.
  - Dimension Ratio.
  - AWWA C906.
  - Seal of testing agency that verified the suitability of the pipe.
  - Resin type (PE4710).

Color identification to identify pipe service is required:

- The pipe interior shall be gray for visual inspection.
- Permanent identification of piping shall be provided by co-extruding multiple equally spaced color stripes into the pipe outside surface or by solid colored pipe shell.
- The striping material shall be the same material as the pipe material except for the color.
- Plain black HDPE pipe without color code markings may not be used.

Only smooth wall HDPE will be permitted.

Joining system:

Pipe to be joined with butt, heat fusion joints. Joints to be made in strict compliance with manufacturer's recommendations and ASTM D2657. Where required, flange connections, mechanical joint connections and butt connections using bolted mechanical couplers to be provided from a pipe stub with a polyethylene and steel stiffener. Flanged connections to be provided from a pipe stub and a steel backup flanged. Back-up flanges to be primed and painted in a corrosion protected paint recommended and supplied by manufacturer. Bolts, nuts, and hardware to be Type 316 stainless steel.

Transition between ductile iron pipe and HDPE shall be accomplished using mechanical restraints.

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Page 15-6 ARTICLE 1510-3 GENERAL

Page 15-6, Sub-article 1510-3 (A) General

In the sixth paragraph, replace the words "36 to 42 inches of cover" with "a minimum of 42 inches of cover:"

Add the following construction method where concrete thrust blocking is required:

When thrust blocking is to be used, backfilling shall not occur until the concrete has time to set. No hydrostatic pressure testing shall occur until the concrete thrust blocking has cured for a minimum of five (5) calendar days.

Add the following construction methods for service interruptions and cut ins:

(1) Coordinate all service interruptions with PWC and submit a shut down or service interruption work plan for review and approval by PWC a minimum of 30 calendar days prior to service interruption. Service interruption shall address all facets of the planned outage and how the Contractor will adhere to service interruption policies and critical items defined herein. PWC will schedule a test shut down to ensure existing valves are in proper working order. Where existing valves are determined to be non-functional or unable to isolate the work area, a field directive may will be issued to insert a valve or cut in a valve if allowed by PWC and if other existing valves will not accommodate a service interruption that does not disrupt significant number of customers. A cut in valve installation shall follow these same measures.

(2) Perform customer notification adhering to customer notification procedures as contained in these Special Provisions.

(3) Provide sufficient construction staff or crews, certified site superintendent present, pumps of sufficient size to quickly dewater and ensure all equipment is present and functional.

(4) Provide sufficient lighting for night operations.

(5) Provide dual purpose sleeves, retainers glands, fittings, etc. to complete the tie in expediently.

(6) Perform the following tasks in advance of the shutdown:

   a. Evaluate vertical depth of existing main and any conflicting utilities.
   b. Provide detailed layout plan with dimensions and fittings as part of the shutdown plan.
   c. Complete excavation to pipe.
   d. Preassemble fittings above ground when possible.
   e. Place crushed rock in excavation to provide footing and minimize contamination.
   f. Verify notification of customers has been completed.
   g. Perform the following tasks after shutdown:

      i. Relieve pressure off existing main through use of existing hydrants or blow-offs which are within the isolated part of the system.

      ii. Cut pipe on bottom and sides in manner to dewater pipe quickly and to avoid water spray.

      iii. Use cut out section for measurement when possible.

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iv. Disinfect fittings and pipes with chlorine solution adhering to Cut in Construction requirements of AWWA C651-14, Section 4.11.

Page 15-6, Sub-article 1510-3 (B), Testing and Sterilization

Rename to 1510-3 (B) Testing and Disinfection and replace the third paragraph with:

Perform tests using clean water and provide certified results demonstrating no loss of pressure when pressurized at 200 psi (plus or minus five (5) psi) for two (2) hours.

In the fifth paragraph revise the flushing velocity from 2.5 feet per second to 3.0 feet per second.

Replace the sixth paragraph (beginning at line 39) with the following:

Disinfection shall be in accordance with the requirements of NCDEQ, the North Carolina Rules Governing Public Water Supply, AWWA C651, and AWWA C655 (most recent editions). The Contractor shall furnish all disinfection equipment, solution, materials, excavation, barricades, backfilling, and any taps and corporations necessary to complete the work. The Contractor shall fully cooperate with the PWC Project Coordinator, furnish any needed assistance, and schedule the testing.

Prior to performing the hydrostatic test, water mains, laterals, and appurtenances shall be flushed to remove air, sediment, contaminants, and/or foreign matter. After completion of a successful hydrostatic test, the water system shall be disinfected by the thorough dispersion of a chlorine solution. The chlorine level shall be between 50 parts per million (ppm) and 100 ppm throughout the water system. In no case shall the chlorine level exceed 300 ppm. If the chlorine level is over 300 ppm, the system shall be completely flushed and re-chlorinated. In no case shall chlorine be introduced into the water system in a dry solid state.

The chlorine solution shall remain in contact with the interior surfaces of the water system for a minimum period of 24 hours and shall result in not less than 10 ppm of chlorine throughout the system. Then the water system shall be flushed with water from the existing PWC water system until the chlorine solution is dispelled. The Contractor shall take all necessary measures to prevent downstream erosion caused by flushing the lines. All erosion/damage shall be repaired at no additional expense to the Public Works Commission. All environmental regulations governing the release and/or disposal of chlorinated testing water shall be met by the Contractor. AWWA C655 defines “highly chlorinated” water as water having more than four (4) ppm. Any water with a chlorine level greater than four (4) ppm shall be de-chlorinated by the Contractor prior to being released to the environment.

If any disruption to the disinfection process occurs, or if any repair procedure is necessary, then the disinfection process shall start over.

After disinfection, the water supply shall not be accepted or placed into service until bacteriological tests results or representative water samples analyzed in the Public Works Commission’s laboratory are found to be satisfactory. The disinfection shall be repeated until tests indicate the absence of pollution for at least two (2) full days. The PWC Project Coordinator shall be responsible for collecting the sample(s) and transporting them to the PWC laboratory.

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If the initial sample taken after disinfection and flushing does not indicate that the water main is sterilized, the Contractor shall, in conjunction with the PWC Project Coordinator, flush the lines. Once flushing is complete, another sample will be collected and taken to the Public Works Commission's laboratory for analysis. Should this second sample also fail to indicate that the main is sterilized; the Contractor shall repeat the disinfection process. This process shall be repeated until the samples are satisfactory. The Contractor shall fully cooperate with the PWC Project Coordinator, furnish any needed assistance, and schedule the testing.

Each valved section shall be tested individually. Where any section of a water line is installed with concrete thrust blocking for fittings or hydrants, the hydrostatic test shall not be made until at least five (5) days after installation of the blocking.

Each valved section of pipe shall be slowly filled with water and to the specified test pressure based on the elevation of the lowest point of the line or section under test and corrected to the elevation of the test gauge, shall be applied by means of a pump connected to the pipe in a manner satisfactory to PWC. Before applying the specified test pressure, all air shall be expelled from the pipe. If hydrants or blow offs are not available at the high places, taps shall be made to provide blow offs.

Any taps which are not to be used in the final build out (i.e., testing and/or blow off taps) shall be killed out at the main. If these taps are converted to irrigation taps, they must be installed according to the drawings and be witnessed by PWC. PWC shall be present and observe all valve operation by the Contractor. Under no circumstances shall a Contractor tamper with any valves not installed by him unless it is an emergency.

Damaged or defective materials discovered as a result of the pressure test shall be removed and replaced with new material, and the test shall be repeated until the test results are satisfactory.

All repairs shall be reviewed and approved prior to backfill. The use of couplings, fittings, sleeves, etc. shall be reviewed and approved prior to use. The system must successfully pass the hydrostat**ic** test prior to disinfection.

Page 15-6, Add Sub-article 1510-3(C) Alignment and Grade

All pipes shall be installed to the required lines and grades. Structures shall be installed at the designed locations. The lines of the pipe will generally be indicated by stakes parallel to the line of the pipe. The Contractor shall be responsible for installing the pipe to proper line and grade.

If alignment requires deflection in excess of the specified limitations, bends shall be used. Joint deflection shall not exceed 80% of the limits recommended by the pipe manufacturer.

Page 15-6, Add Sub-article 1510-3(D) Piping and Fittings

All ductile iron pipes and fittings shall be installed in accordance with ANSI / AWWA C110 / A21.10. All C900 PVC pipes shall be installed in accordance with ASTM D-2321. The PVC pipe shall be installed in a manner that will ensure that external loads will not subsequently cause a decrease of more than five percent (5%) in the vertical cross section dimension (deflection). Whenever it is necessary to deflect pipe, the amount of deflection allowable shall not exceed

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seventy five percent of the maximum values represented in the AWWA standards and the manufacturer's recommendations.

When the pipe is field cut, the cut end shall be smooth and at right angles to the axis of the pipe. All sharp edges shall be removed. All field cut pipe shall be beveled. The beveled end of PVC pipe shall be removed, when installing into mechanical joint ductile iron fittings.

Pipe passing through the walls of meter vaults, valve pits, and storm drainage structures shall be restrained joint ductile iron

When connecting unlike (class, material, etc.) pipe, ~~an~~ a fitting shall be used. All pipes shall be installed in accordance with AWWA C600 for buried lines and the manufacturer's recommendations. For mechanical joint pipe and fittings, all nuts shall be tightened with a suitable (preferable torque-limiting) wrench. The torque for various sizes of bolts shall be in accordance with the manufacturer's instructions.

SECTION 1515-UTILITY CONTROLS

Page 15-7 ARTICLE 1515-2 MATERIALS

Add and/or revise the following:

Page 15-8, After Line 4-Add the following paragraphs:

Combination Air Release Vacuum Valves shall be of the single housing style that combines the operation features of both an air/vacuum and air release valve. All air and vacuum combination release valves shall be Crispin Model UX20, ARI D-020, H-Tec Model 986, or approved equal. All air release valves shall be installed in accordance with the manufacturer's recommendations.

The valve body, cover flange, and all internal parts shall be 316 stainless-steel or reinforced nylon with the only exception being the Buna-N Rubber seat and gasket. Valves shall be provided to the Contractor.

The valve shall have a 2 inch inlet and 1 inch outlet connections, and 3/16 inch diameter orifice or determined by the Engineer for a maximum working pressure of 200 psi. Valve shall have a single float design.

The valve shall be installed using a 2 inch ball valve, and a 2 inch by 1 inch brass tee with a quick connect attachment. Ball valves shall be all bronze construction, with a handle operator. Ball valves shall be manufactured and tested in accordance with ANSI/AWWA C800. The valve shall be equipped with packing nuts, gland, and packing material. Ball valves shall be of an approved type made from approved materials conforming to ASTM specifications. The turn required to travel from fully closed to fully open on a ball valve shall be 90 degrees.

Service saddles for 2 inch taps on 4 inch and larger size iron pipe shall be ductile iron with stainless-steel double straps, bolts, nuts, and washers. Saddles shall be manufactured by Geneco or an approved equal. Saddles for pipe sizes 8 inch to 24 inch shall be double strap.

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For water lines, lid shall indicate "WATER."

Air relief and vacuum valve manholes shall be 60 inch diameter precast concrete units conforming to ASTM C-478. The combination air relief vacuum valve manhole shall be cast with an anti-microbial admixture, in accordance with manufacturer's instructions.

Cast iron manhole frames and covers shall conform to the drawings in all essentials of design with vent holes. The frames and covers shall have a combined weight of not less than 310 pounds and shall conform to ASTM A-48, Class 30 frame, and Class 35 cover. Unless otherwise shown in the drawings, the frames and covers shall be so set that the top of the cover will be flush with finished grade.

The valve shall be centered in the manhole for water mains and offset 12 inches from the center of the manhole for sewer mains. The top of the water or sewer main shall be a minimum of 4 feet deep at Air Release Valve, unless otherwise required due to the main and/or combination air release valve size.

The force main shall consist of one full length PVC C-900 (DR18) pipe centered at the air relief valve and a minimum of 4 feet deep.

Page 15-8, Line 15-Remove "screw or". Only slip type valve boxes are permissible.

Page 15-8, After Line 17-Add the following paragraphs:

Use Type K copper tubing for all 1 inch water services installed, repaired, or relocated. Use a continuous run, without splices, from the corporation stop to the meter for all water services.

If a 2 inch meter box is located less than 5 feet away from the main, the 2 inch pipe and fittings shall be brass from the tap to the meter. Otherwise, use a 2 inch PVC SDR 21 pipe.

Page 15-8, ARTICLE 1515-3 CONSTRUCTION METHODS

Page 15-8, Sub-article 1515-3 Construction Methods

Add the following to the second paragraph:

Provide concrete brick blocks at required locations per project details. This includes valve box and 1 inch and 2 inch meter boxes.

Page 15-8, Sub-article 1515-3 (A) Valves

Replace the first paragraph as follows:

Valves in water mains shall be located as shown on plans. Install all valves with an approved valve box set flush with the finished ground or finished pavement elevation. Place a 24 inch diameter 2,500 psi precast concrete ring flush with the finished ground around all valve boxes not in pavement. Place a 24 inch diameter 3,000 psi poured in place concrete collar flush with the finished pavement around all valve boxes in a traffic area.

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Add the following after the second paragraph (Line 30):

The valve shall be fully opened and fully closed to ensure that all parts are in working condition. A valve box shall be provided for every valve. The valve box shall be centered and plumbed over the operating nut of the valve. It shall not transmit shock or stress the valve.

All tapping sleeves shall be hydrostatically pressure tested prior to the tap being accomplished. Use of air to complete the pressure test is not acceptable. The tapping sleeve shall be tested to 200 psi. PWC shall witness and approve the testing.

All dead ends on new mains shall have a 2 inch blow-off assembly installed as indicated on the drawings.

Page 15-8, Sub-article 1515-3 (B) Meters

Add the following:

Connect or reconnect meter to the customer's plumbing using brass fittings. A composite, H-20 rated meter box shall be used if the meter is to be located in asphalt or concrete pavement or a traffic area.

Page 15-8, Sub-article 1515-3(C) Backflow Prevention Assembly

Add the following:

Provide a minimum of five (5) feet between the meter and the backflow preventer.

Page 15-9, Sub-article 1515-3 (D) Fire Hydrants

Add the following:

Fire hydrants shall be located and installed as shown on the approved drawings. Each fire hydrant shall have a minimum of 42 inches of cover. Fittings between the valve and fire hydrant may be used. The valve shall be located at the main. Hydrants shall be set plumb with pumper nozzle facing the roadway. Each fire hydrant shall be restrained to the pipe with suitable mechanical joint restraint. Concrete thrust blocking shall be placed. The hydrant branch shall not be backfilled until inspected.

Page 15-9, Sub-article 1515-3(E) Line Stops

Add the following:

Do not use line stops.

Page 15-9, Sub-article 1515-3 (F) Air Release Valves and Combination Air Valves

Add the following:

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Combination Air Release Vacuum Valves shall be installed in accordance with the standard details.

Page 15-9, ARTICLE 1515-4 MEASUREMENT AND PAYMENT

Page 15-9, after line 35- Add the following:

Payment for Combination air release valve shall be per each valve and paid under the contract price for Combination Air Valve". Such price and payments will be full compensation for all labor, materials, excavation, backfilling, and any incidentals necessary to complete the work, as required. The contractor shall furnish all accessories and fittings for complete installation.

All Combination air valves furnished by PWC shall be installed at the locations shown in the drawings.

Page 15-9, After Line 40-Add the following after the *Relocate* paragraph:

Relocate all existing automated meter (AMI) assemblies to new location. Where existing meters to be relocated are non-AMIs, PWC will provide and install the new AMIs. PWC Project Coordinator will coordinate the connection of the old new meters to the new system.

Page 15-9, Line 43- Revise *Reconnect Water Meter* paragraph as follows:

Reconnect Water Meter means to replace the piping from a new water line to an existing water meter that is not relocated. New lateral shall be provided from new water main to existing and/or relocated water meter.

Page 15-10, After Line 3-Add the following after *Valve boxes* paragraph:

Meter box, meter setter, connection of new lateral to meter setter and reconnection of existing plumbing to tailpiece utilizing brass fittings are incidental items.

SECTION 1520-SANITARY SEWER

Page 15-10, ARTICLE 1520-2 MATERIALS

Page 15-11, After Line 10-Add the following:

Force Main Sanitary Sewer Tracer and Markers:

For PVC force main sewer pipes, the tracer wire shall be "stubbed" into marker posts and air release valve manholes and secured such that a "direct"/conductive metal detector may be used to trace the pipe location.

The marker posts shall be green with a “Sewer Force Main” warning and have internal terminals. The marker posts shall use an anchor for direct bury installations. The identification wire shall be attached to the marker posts in accordance with these Special Provisions. Tracing wire marker posts shall be located no more than 500 feet apart.

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When the force main is located in unpaved areas such as easements the marker posts shall be installed along the centerline of the force main. When the force main is located in paved areas the marker posts may be offset from the centerline of the force main in a uniform manner.

Pipe Materials and Fittings

Clay pipe, PE pipe and concrete pipe shall not be used for sewer pipe. All sewer pipes shall be Ductile Iron or PVC with ductile iron fittings as specified herein unless otherwise indicated on the drawings.

If an expansion coupling is required, it shall be installed as indicated on the drawings. The expansion coupling shall not be buried.

For subsurface water crossings (i.e., streams, wetlands) via Horizontal Directional Drilling (HDD), Fused HDPE or FPVC shall be used.

Pipe Markings

Meet the minimum requirements of AWWA C906. Minimum pipe markings shall be as follows:
(1) Manufacturer's name or trademark and production record.
(2) Nominal pipe size.
(3) DIPS.
(4) Dimension Ratio.
(5) AWWA C906.
(6) Seal of testing agency that verified the suitability of the pipe.
(7) Resin type (PE4710).

Color identification to identify pipe service is required.
(1) Stripes or colored exterior pipe product shall be green for wastewater/sewage.
(2) The pipe interior shall be gray for visual inspection.
(3) Permanent identification of piping shall be provided by co-extruding multiple equally spaced color stripes into the pipe outside surface or by solid colored pipe shell.
(4) The striping material shall be the same material as the pipe material except for the color.
(5) Plain black HDPE pipe without color code markings may not be used.

Only smooth wall HDPE will be permitted.

Joining system:

Pipe to be joined with butt, heat fusion joints. Joints to be made in strict compliance with manufacturer's recommendations and ASTM D2657. Where required, flange connections, mechanical joint connections and butt connections using bolted mechanical couplers to be provided from a pipe stub with a polyethylene and steel stiffener. Flanged connections to be provided from a pipe stub and a steel back-up flanged. Back-up flanges to be primed and painted in a corrosion protected paint recommended and supplied by manufacturer. Bolts, nuts, and hardware to be Type 316 stainless steel.

Transition between ductile iron pipe and HDPE shall be accomplished using mechanical restraints.

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The same material pipe shall be used from manhole to manhole. If the section of pipe between manholes is 250 feet or less, no transitions will be allowed (either all PVC or all ductile iron). Should the length between manholes exceed 250 feet, only one transition will be allowed. Ductile iron shall be installed from the lower manhole to the transition location. Use of a C900 x SDR 26 adaptor shall be used to accomplish the transition. A transition is defined as the use of one C900 x SDR26 adaptor. No more than one (1) adaptor shall be used in any given manhole to manhole segment.

PAGE 15-11, ARTICLE 1520-3, CONSTRUCTION METHODS

Page 15-11, Delete Line 21 and replace with the following:

Use ductile iron where sewer is required to be installed on maximum grade. Use ductile iron were indicated on Drawings and where the following "protected" conditions are encountered:

(1) Sewers entering or crossing streams
(2) Sewers located less than 100 feet from any public or private water supply source
(3) Where the minimum 18 inch vertical and 10 foot horizontal separation cannot be maintained between sewers (main and laterals) and water mains.

Page 15-11, Sub-article 1520-3(A)(2) Testing

Replace the second paragraph with the following:

Test all gravity sewer lines not specified to be hydrostatically tested for leakage using the air test. Perform visual inspection on all installed gravity sewer lines and the gravity sewer lines repaired or reconnected to existing and or new manholes. Perform line and grade testing and deflection testing on all gravity sewer lines.

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Page 15-12, Sub-article 1520-3(A)(2)(c) Air Test

Replace Table 1520-1 with:

PART 1. AIR TEST TIME			
PART 2. PIPE DIA (IN)	PART 3. MINIMUM TIME (MINUTES)	PART 4. LENGTH FOR MIN TIME (FEET)	PART 5. TIME FOR LONGER LENGTH (SEC)
PART 6. 4	**PART 7.** 3:46	**PART 8.** 597	**PART 9.** 0.380L
PART 10. 6	**PART 11.** 5:40	**PART 12.** 398	**PART 13.** 0.854L
PART 14. 8	**PART 15.** 7:34	**PART 16.** 298	**PART 17.** 1.520L
PART 18. 10	**PART 19.** 9:26	**PART 20.** 239	**PART 21.** 2.374L
PART 22. 12	**PART 23.** 11:20	**PART 24.** 199	**PART 25.** 3.418L
PART 26. 15	**PART 27.** 14:10	**PART 28.** 159	**PART 29.** 5.342L
PART 30. 16	**PART 31.** 15:06	**PART 32.** 149	**PART 33.** 6.078L
PART 34. 18	**PART 35.** 17:00	**PART 36.** 133	**PART 37.** 7.692L
PART 38. 21	**PART 39.** 19:50	**PART 40.** 114	**PART 41.** 10.470L
PART 42. 24	**PART 43.** 22:40	**PART 44.** 99	**PART 45.** 13.674L
PART 46. 27	**PART 47.** 25:30	**PART 48.** 88	**PART 49.** 17.306L
PART 50. 30	**PART 51.** 28:20	**PART 52.** 80	**PART 53.** 21.366L
PART 54. 33	**PART 55.** 31:10	**PART 56.** 72	**PART 57.** 25.852L
PART 58. 36	**PART 59.** 34:00	**PART 60.** 66	**PART 61.** 30.768L

Page 15-12, Sub-article 1520-3(A)(2)(d) Visual Inspection:

Add the following after line 29:

Visually inspect all installed gravity sewer lines and the gravity sewer lines repaired or reconnected to existing and or new manholes from the inside using approved cameras.

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Page 15-13, Sub-article 1520-3 (B) (1) Installation

Replace paragraph 2 (Line 19) with the following:

All sewer force mains shall have automatic combination air release vacuum valves installed at all high points, as indicated on the plans, and as specified herein.

Add the following sentences:

The existing force main is active. The new force main will be installed from valve to valve as shown on the plans. Provide the Engineer seven days' notice before beginning work to tie in, in order to coordinate with PWC to shut down the force main while lines are cut at both ends and tied in with the long sleeves.

Maintain sewer flow at all times. Use temporary diversions or pumping to maintain flow when connecting proposed sewers to existing sewers. Use engineered temporary pumping systems capable of handling full pipe flow. Use pumping systems with automatic reliable operation or constantly tended manual operation. By-pass pumping assemblies shall be installed in accordance with these Special Provisions.

All pipes shall be installed to the required lines and grades. Structures shall be installed at the design locations. The alignment of the pipe will generally be indicated by stakes parallel to the line of the pipe. The grades of the pipe will be provided by cut sheets that coincide with the provided staking. Grades shall not be provided on the survey staking. The Contractor shall be responsible for installing the pipe to proper line and grade.

Threaded PVC and cemented joints will not be permitted. The ends of push on joints shall be beveled to facilitate assembly. The pipe shall be marked by the manufacturer to indicate when the pipe is fully seated, and the gasket lubricated to prevent displacement. Care shall be exercised to ensure that the gasket remains in the proper position in the bell or coupling.

All pipe installations shall be properly restrained, using either thrust blocks or approved restraint systems. The thrust blocking shall be in accordance with the drawings. The approved restraint system shall be installed in accordance with the manufacturer's instructions.

Page 15-13, Sub-article 1520-3 (B) (2) Testing

Add the following sentences:

Where any section of a force main is provided with concrete thrust blocking for fittings, the hydrostatic test shall not be made until at least five (5) days after installation of the blocking unless otherwise approved. PWC's representative shall be present for all testing. Properly dispose of the test water from the system. If blow offs are not available at the high places, taps shall be made to provide blow offs.

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Page 15-13, Add Sub-article 1520-3 (C) Additional Bypass Pumping Requirements:

The Contractor shall provide all pumps, piping, and other equipment to accomplish this task; perform all construction; obtain all permits; pay all costs; and perform complete restoration of all existing facilities to equal or better condition to the satisfaction of the Department. The Contractor shall be responsible for the design, installation, operation, and maintenance of the temporary bypass pumping system. The Contractor shall provide sufficient documentation to demonstrate that he, or his designated subcontractor, has experience in the design, installation, and maintenance of temporary bypass pumping systems.

The Contractor shall be responsible for all aspects of the bypass operation, including but not limited to: providing access to install, move, and maintain the pumps in the proper position, traffic control, installation and removal of bypass equipment, pump monitoring, testing of the bypass system, re-fueling, maintenance, notification of property owners (should access to private property be necessary), wastewater and fuel spill containment, and removal and replacement of manhole cones (if necessary). The bypass system (pumps and piping) shall be monitored by Contractor personnel at all times when the bypass operation is in effect.

The Contractor shall have all materials and equipment on site to immediately respond to any emergencies or other event that could impact the bypass system (i.e., leak in the discharge piping, pump failure, flooding, etc.). The Contractor shall have sufficient staff and equipment to mobilize to repair and/or service any equipment within 1 hour of notification, 24 hours a day, seven (7) days a week. In the event of an emergency, the Contractor shall provide an immediate response and fully cooperate with PWC and the Department.

The Contractor shall install the bypass pumps, equipment, and discharge lines to minimize impacts to the property owners, residents, and environment. The Contractor shall be responsible for determining the best location for the bypass equipment, and the need for any special provisions to ensure access for the customers. Such special provisions include, but are not limited to installation of ramps, excavation and burial of the bypass lines, temporary fencing, etc. The Contractor bears all responsibility for the maintenance and restoration of any trenches, ramps, access, etc. necessary for the temporary bypass pumping operation.

The Contractor shall take appropriate steps to ensure that all pumps, piping, and hoses that carry raw sewage are protected from traffic and the public. The Contractor shall identify the proposed methods to protect the temporary bypass pumping system from traffic and the public as part of the detailed temporary bypass pumping plan. Traffic control shall be performed in accordance with the Department's traffic control plan and measures.

The bypass pumping system shall be monitored by Contractor personnel at all times (24 hours a day, 7 days a week), when the bypass operation is in effect. The Contractor's personnel shall be on-site at all times (24 hours a day, 7 days a week), and stationed at the primary bypass pumps. Depending on the location and system set-up, it may be necessary for the Contractor to station personnel at each of the various bypass pump locations. Unless otherwise approved by the Fayetteville Public Works Commission, one (1) person cannot monitor multiple bypass pump locations. All bypass pumps, regardless of their location (primary or on secondary lines), shall be equipped with an automatic dialer (or other similar device). The Contractor personnel shall

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immediately respond to any issue regarding the temporary bypass pumping system. All temporary bypass piping shall be periodically monitored (patrolled from pumps to discharge), but no less frequently than once every 12 hours. The bypass pumping equipment shall be automated and capable of functioning without the assistance of an operator.

Submittals

The Contractor shall submit a detailed bypass pumping plan for approval, prior to initiating the bypass operation.

The detailed temporary bypass pumping plan shall include the following information:

(1) Method of monitoring the pumps to ensure proper operation, to include method of notifying personnel (PWC and Contractor) in the event of an emergency, activation of back-up pumps, etc.
(2) Method of monitoring upstream system levels to ensure surcharging does not result in back-ups into buildings, overflows, etc.
(3) The amount, if any, of any required surcharging.
(4) Method to initiate back-up pumps.
(5) Map showing general location of the pumps and bypass lines. This shall include means to maintain access to driveways, etc.
(6) Measures to secure the bypass system (lines, pumps, etc.) from traffic, vandalism, high stream flows, etc.
(7) Method of plugging (and securing the plug(s)) and type of plugs.
(8) Size and location of manholes or other access points for suction and discharge piping.
(9) Size of pipeline(s) or conveyance system(s) to be bypassed.
(10) Number, size, material, location, and method of installation of suction piping.
(11) Number, size, material, location, and method of installation of discharge piping.
(12) Bypass pump sizes, capacities, and number of each size to be provided on-site, including all primary, secondary, and spare pumping units.
(13) Calculations of static lift, friction losses, and flow velocity (pump curves showing pump operating range shall be submitted). Calculations shall be signed and sealed by a licensed Professional Engineer registered in the State of North Carolina.
(14) Measures to protect discharge manhole(s) or structure(s) from erosion and damage due to the bypass operation.
(15) Erosion control measures.
(16) Emergency contact information for the personnel responsible for the pump operation.
(17) Emergency contact information for Contractor personnel to respond in the event of an emergency.
(18) List of available resources (equipment, materials, personnel) and contact information for emergency response.
(19) Method to contain potential releases of sewer flow from combination air release valves.
(20) Contingency plan for responding to potential sewer spills caused by weather, vandalism, acts of God, etc. The plan shall include communication protocols, available resources, and the steps to be taken in the event of an emergency.

Coordination:

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The Contractor shall fully coordinate their temporary bypass pumping operations with PWC. It is the Contractor's responsibility to fully determine the scope and location of the temporary bypass pumping system. All coordination (including location of the pumps and discharge lines) shall be fully discussed and agreed to prior to commencement of bypass operations.

The Contractor shall schedule a coordination meeting with PWC and other personnel (Department, Contractor, bypass sub-contractor, etc.) a minimum of three (3) business days prior to starting the temporary bypass pumping system. The purpose of this coordination meeting is to ensure that the Contractor and their sub-contractors have a good understanding of the requirements and expectations of operating the temporary bypass pumping system, discuss contingency plans (to include protocols for emergency contacts), identify location(s) of pumps, verify necessary materials (repair sleeves, containment devices, etc.) are on-site and available, and any other items necessary to ensure that PWC has confidence that the appropriate personnel can operate and maintain the temporary bypass pumping system. Should, for any reason, the Department and/or PWC deem that the Contractor and/ or their sub-contractor is not prepared to operate and maintain the temporary bypass pumping system, the temporary bypass pumping system shall not be started. The Contractor shall take all necessary steps to address any concerns to the satisfaction of PWC. Upon completion of those actions, another coordination meeting shall be held, in order for PWC to confirm that the Contractor and their sub-contractor is prepared to operate and maintain the temporary bypass pumping system. This process will be repeated until the Department and PWC are satisfied that the Contractor and their sub-contractor are prepared to operate and maintain the temporary bypass pumping system. No additional contract time will be granted for this delay.

The temporary bypass pumping system shall run for a minimum of 24 hours, or longer as deemed by PWC, prior to any activity occurring within the main(s) being bypassed.

Flow Control Processes:

Where the raw sewage flow will be blocked during the Work as a result of the temporary bypass pumping operation, the Contractor shall take all necessary precautions to protect the public health. No septic conditions shall be allowed due to Contractor's operations. The sewer system (mains, manholes, laterals, etc.) shall also be protected from damage. The following occurrences shall not be allowed:

(1) No sewage shall be allowed to back up into any homes or buildings.
(2) No sewage shall overflow any manholes, cleanouts, or any other access to the sewers.
(3) Users upstream of the project area shall be able to use all their water and sewer utilities without interruption or limitations.

If any of the above occur or are expected to occur, the Contractor shall take immediate action to alleviate one or all of the conditions. Additionally, the Contractor is required to observe the conditions upstream of the plug and be prepared to immediately increase bypass pumping or release the flows, as required. Any damage claims resulting from the Contractor's failure to properly maintain sewer flows shall be the Contractor's responsibility.

All sump pumps, bypass pumps, trash pumps or any other type of pump which pulls sewage or any type of material out of the sanitary sewer system shall discharge into another sanitary sewer manhole, or appropriate vehicle or container acceptable to PWC. Under no circumstances shall

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untreated sanitary sewer be discharged, stored, or deposited on the ground, swale, road, or open environment. The Contractor shall not allow any flow of sewage onto private property, streets, or into creeks and drainage systems. Damage due to negligence of the Contractor, including, but not limited to, flooded dwellings, damaged property, damaged driveways, etc., shall be corrected immediately by the Contractor.

Plugging and Blocking:

In some applications, the wastewater flow may be plugged and contained within the capacity of the collection system. This shall only be done when it has been determined the system can accommodate the surcharging without any adverse impact. The Contractor has the sole responsibility for determining whether the system can accommodate surcharging. If this option is selected, the Contractor shall be responsible for continuously monitoring the system to ensure no sewer spills or overflows occur.

A sewer line plug shall be inserted into the line at a manhole upstream from the section being surveyed or repaired. The plug shall be so designed that all or any portion of the operation flows can be released. The Contractor shall secure the plug, to prevent it from being dislodged and moving downstream. Flows shall be bypassed throughout the duration of the work. Flows shall be bypassed in accordance with the approved temporary bypass pumping plan. Upon acceptance of the work by PWC, the temporary bypass pumping system shall be removed, and flows restored.

Pumping and Bypassing:

The Contractor, when and where required, shall divert sewer flows for the sewer pipe rehabilitation process, cleaning, television inspection, pipe repairs, manhole replacement and/or rehabilitation, obstruction removals, or other related as required to complete the Work. The pumps and bypass lines shall be of adequate capacity and size to handle and prevent backup or overflow for all flows. The temporary bypass pumping system shall be designed to maintain the flows necessary to meet the requirements of each particular site. The Contractor shall be responsible for furnishing the necessary labor and supervision to set up, operate, and maintain the temporary bypass pumping system. A "set up" consists of the necessary pumps, conduits, and other equipment to divert the flow of sewage, from the start to finish of work performed. The temporary bypass pumping system shall include:

(1) A minimum of one (1) redundant pump so that the temporary bypass pumping system is capable of transmitting the peak flow with the largest duty pump out of service.
(2) Pumps shall be provided with a means of automatic control via floats or level sensing. Systems requiring manual starting and/or stopping shall not be allowed.
(3) All equipment (primary and secondary pumps) shall be equipped in a manner to keep noise to a maximum of 65 dBA at 30 feet.
(4) An automatic dialer (or similar) to immediately notify (in a sequential operation) Contractor and PWC personnel in the event of equipment failure. The automatic dialer shall be set to issue notifications prior to flow level reaching critical elevations and having a spill occur. All bypass pumps (regardless of location) shall be equipped with an automatic dialer (or similar).

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The temporary bypass pumping system shall be provided in such a way as to maintain access for businesses and residences. The Contractor shall be responsible for determining the best location for the bypass equipment, and the need for any special provisions to ensure access for the residents and businesses. Such special provisions include, but are not limited to installation of ramps, excavation, and burial of the bypass lines, etc. The Contractor shall use bridges over the bypass lines, temporary lines under driveways, alternate routes, or other means to accomplish this item. The bypass plan submittal shall indicate the means of maintaining access. The Contractor bears all responsibility for the maintenance of any trenches, ramps, etc. necessary for the bypass operation.

Pumps, equipment, and bypass lines shall be continuously (24 hours a day, 7 days a week) monitored by on-site Contractor personnel capable of starting, stopping, refueling, and maintaining these pumps during the Work. The temporary bypass pumping system shall be provided with an automatic dialer (or other similar device) that will immediately notify (in a sequential operation) the Contractor and PWC in the event of equipment failure. All bypass pumps (regardless of location) shall be equipped with an automatic dialer. This automatic dialer (or similar) shall be set to issue notifications prior to flow levels reaching critical elevations and having a spill occur.

The automatic dialer shall be set to issue notifications through a sequential operation. Automatic dialers that are not set up for sequential notifications shall not be acceptable. The Contractor's personnel shall be the first to receive any notifications from the automatic dialer. The automatic dialer shall only notify the PWC personnel after all Contractor notifications have been ignored and/or not responded to. The Contractor shall properly adjust the level at which the automatic dialer initiates notification to provide adequate time for the sequential notification to occur. If the PWC personnel are notified by the automatic dialer, the PWC personnel shall assume that a spill is occurring or is imminent and respond accordingly. The Contractor shall be responsible for all costs for the PWC to mobilize and respond to the notification, regardless of if a spill occurred or not.

In some applications, it may be necessary to surcharge the system in order to ensure proper pump operation. This shall only be done when it has been determined the system can accommodate the surcharging without any adverse impact. The Contractor has the sole responsibility for determining whether the system can accommodate surcharging. In the event surcharging is necessary, the Contractor shall be responsible for continuously monitoring the system to ensure no sewer spills occur.

All bypass piping shall successfully pass a hydrostatic test prior to bypassing the sewer flows. The hydrostatic test pressure shall be no less than the expected discharge pressures and shall be held for a minimum of one (1) hour. All testing shall be observed by PWC. Testing shall be coordinated with PWC a minimum of 48 hours in advance.

Spill Response:

The Contractor shall not discharge or pump any sewage, solids, or debris on the ground, streets, storm water system, ditches, or streams. Any sewage spills shall be immediately reported to the PWC's Construction Department, (910) 223-4716, PWC Project Coordinator & the Department. After normal business hours, the Contractor shall contact the Fayetteville Public Works

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Commission Dispatch Center, (910) 678-7400 or (910) 323-0178. The Contractor shall take complete responsibility for all costs related to the clean-up of the spill, including any fines issued by the North Carolina Department of Environmental Quality (NCDEQ).

In the event that raw sewage (in any quantity) is spilled, discharged, leaked, or otherwise deposited in the open environment, due to the Contractor's work, the Contractor is responsible for any cleanup of solids and disinfection of the area affected. This work will be performed at the Contractor's expense with no additional cost to the Department and/or Fayetteville Public Works Commission. The Contractor is also responsible for complying with any and all regulatory requirements in regard to the size spill with no additional cost to the Department and/or Fayetteville Public Works Commission. The Contractor shall cooperate fully with the Fayetteville Public Works Commission and the applicable State agencies in responding to and cleaning up the spill. The Contractor is responsible bearing all costs associated with the cleanup of a spill caused by the Contractor's operations.

Where sewage has been returned up into property due to any aspect of the Contractor's operation, the Contractor shall immediately notify PWC, the Department, and inspect the property with the Department and PWC and agree on remedial measures. The Contractor shall be responsible for all cleaning, repair and/or replacement of damaged property, temporary relocation of all occupants of the affected properties, if required, all to the satisfaction of the property owner. These actions shall be undertaken immediately upon learning of the backup. Cleaning shall be performed by firms specializing in this type of work. All costs associated with the cleaning, repair, replacement of damage, occupant accommodation, insurance and spill remediation shall be borne by the Contractor. All remediation measures required as part of a spill response are part of acceptance of the project, and final payment shall not be made until such time all required measures are addressed and approved by the appropriate regulatory agency.

1525-UTILITY MANHOLES

Page 15-14, ARTICLE 1525-2 MATERIALS

Add the following sentences to the end of the section paragraph (Line 20):

The frame and cover shall be manufactured by the same manufacturer. Any defective casting shall be removed and replaced.

In unpaved areas, cam-lock ring and cover shall be used. Camlock bolt head shall be compatible with the required tool for turning camlock mechanism. The contractor shall provide one tool to open the cam locks at the end of the project. Camlock ring and covers shall be installed as indicated on the drawings.

Page 15-14, Add Sub-article 1525-2 (A) Precast Concrete Sanitary Sewer Manholes

All manholes shall be constructed to these Special Provisions. Installation shall be in accordance with ASTM C-891 and these Special Provisions. An eccentric cone shall be utilized on all manholes.

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Manhole steps shall be placed in all manholes and shall be steel reinforced (½ inch grade 60) copolymer polypropylene plastic steps in accordance with ASTM C-478 for material and design. The steps shall be made with serrated treads and wide enough to stand on with both feet.

All reinforced concrete precast manholes shall include a liquid anti-microbial admixture to render the concrete uninhabitable for bacterial growth. The admixture shall be included in the fabrication of the manhole by an approved concrete precast manhole manufacturer. Coatings applied to the interior walls of the manhole shall not be acceptable. A color identifier shall be applied to the interior of each concrete piece fabricated with the anti-microbial admixture. Each piece shall also be plainly stenciled with the name of the anti-microbial admixture on the exterior of each.

Further, all field mixed mortar, utilized in concrete precast manholes, shall include the same anti-microbial admixture. Any defects shall be the cause for the replacement and correction of such defect, at no additional expense.

Any special linings and coatings that are specified for a manhole and installed at the production facility, in the field, or during repairs, shall be applied in accordance with the applicable special coating's specification and the manufacturer's specifications for that material.

Page 15-14, Add Sub-article 1525-2 (B) Special Coatings, Anti-Microbial Admixture

The anti-microbial admixture shall be ConShield, ConBlock, or approved equal. The ConShield liquid anti-microbial admixture can be obtained from ConShield Technologies, Inc. or an approved precast facility. TheConBlock liquid anti-microbial admixture can be obtained from ConSeal Concrete Sealants, Inc., or an approved precast facility.

Product data, certifications, and product data, to include the following:

1. U.S. Environmental Protection Agency (EPA) registration number.

2. Documentation that the product has a minimum of 10 years of successful prevention of microbial induced corrosion in sanitary sewers.

3. Documentation that the precast facility is certified by the anti-microbial manufacturer.

4. Documentation from the precast facility stating that the correct amount and correct mixing procedure was followed for all anti-microbial concrete.

The liquid anti-microbial admixture shall be used in accordance with the manufacturer's recommendations. The amount of the admixture shall be included in the total water content of the concrete or mortar mix design. The admixture shall be added to the concrete or mortar mix water, to ensure even distribution of the admixture throughout the concrete or mortar mix. When properly prepared, the anti-microbial admixture shall render the concrete or mortar uninhabitable for bacterial growth.

The cost of the admixture shall be included in the fabrication of all sewer manhole sections.

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Page 15-14, Add Sub-article 1525-2 (C) Sanitary Sewer Manhole Vents

Sewer manhole vent shall be fabricated from three (3) inch Schedule 40 aluminum pipe. Vent shall be threaded into manhole lid. Manhole lid shall be drilled and tapped to accommodate three (3) inch diameter threaded pipe. Minimum height shall be four (4) feet to crest of vent. Vent shall extend to two (2) feet above the 100-year flood elevation where manholes are located in a FEMA flood hazard zone. Vent opening shall be protected with stainless-steel screen. Vents shall be placed every 1,000 feet.

Page 15-14, Sub-article 1525-2, Materials

Page 15-14, Add Sub-article 1525-2 (D) Fittings and Connections

Pipe connections to a manhole shall be by gasketed flexible watertight connections.

A watertight, flexible pipe-to-manhole connector shall be used on all pipe to manhole connections, for both new and existing manholes and pipes.

The internal expansion sleeve shall be comprised of Series 300 non-magnetic stainless-steel. The external compression take-up clamps shall also be Series 300 non-magnetic stainless-steel. No welds shall be utilized in the sleeve and clamp construction.

Page 15-15 ARTICLE 1525-3 CONSTRUCTION METHODS

Page 15-15, Line 1, Replace paragraph with:

Provide an inside drop assembly on manholes for sewer pipes entering with 2.5 feet or more vertical drop. Inside drop assemblies shall be used for connections to existing manholes when the drop exceeds 2.5 feet. New installation, the manhole diameter shall be 5 feet or larger. Provide a pipe slide where vertical separation between inverts is less than 2.5 feet.

Page 15-15, Line 4, Replace paragraph with:

In all sewer manholes, provide steps spaced 16 inches on center. Install steps in line with the effluent opening unless otherwise specified.

Page 15-15, Line 6, Replace paragraph with:

The manhole invert shall be constructed of brick and mortar. Precast inverts are not allowed. The invert channel shall be smooth and semicircular in shape conforming to the inside of the connecting sewer section. Changes in direction of flow shall be made with a smooth curve as large as a radius as the size of the manhole will permit without a decrease in flow velocity. Changes in the size and grade of the channel shall be made gradually and evenly. The invert channel walls shall be constructed to three quarters (3/4) of the height of the crown of the outlet sewer and in such a manner not to obstruct maintenance, inspection, or flow in the sewers. The inverts shall have a minimum slope of 1% across the bottom of the manhole. A shelf shall be provided on each side of any manhole invert channel. Inverts in manholes with standing water will not be acceptable. The shelf shall be sloped not less than 1:12 (min) and no more than 2:12 (max). When connecting

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to an existing manhole, the bottom of the boot for the new sewer main or lateral shall be set 1 inch above existing shelf unless otherwise indicated.

Page 15-15, Line 12, Replace Table 1525-1 with:

TABLE 1525-1
MANHOLE CONSTRUCTION

Location	Top height above finished grade	Ring and Cover Type
Roadway pavement, Driveways, Sidewalks, Parking lots	Flush ± ¼" with concrete collar	Standard Traffic Area Manhole Ring and Cover (H-20 Rated)
Vehicle Recovery Area	Flush ± 3"	Standard Traffic Area Manhole Ring and Cover with Wiper Gasket and Cam Lock
Manicured Areas	Flush to +2"	Standard non-Traffic Area Manhole Ring and Cover with Wiper Gasket and Cam Lock
Flood Zones less than 3 ft above finished grade	Minimum 18" Above Ground with Vent Extending to 2 feet above 100-year Flood Elevation	Standard non-Traffic Area Manhole Ring and Cover with Wiper Gasket and Cam Lock
Flood Zones greater than 3 ft above finished grade	Minimum 18" Above Ground with Vent Extending to 2 feet above 100-year Flood Elevation	Standard non-Traffic Area Manhole Ring and Cover with Wiper Gasket and Cam Lock
Outfall Areas outside of Flood Zones	Minimum 18" Above Ground	Standard non-Traffic Area Manhole Ring and Cover with Wiper Gasket and Cam Lock

Add additional provisions:

The manhole size shall be in accordance with the following table, unless otherwise specified:

Pipe Size (inches)	Manhole Diameter (inches)**
24 and less	48
27 to 36	60*
42	72

*Where one main line or multiple lateral interiors drop structures are required, use 60 inch diameter.

* * Where multiple connections or acute angles are required, larger diameter manhole may be required as indicated on the Drawings.

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Page 15-15, Sub-article 1525-3 (B), Installation of Precast Units

Add the following paragraph:

All exterior manhole section joints shall be sealed with an external rubber sleeve. The sleeve shall be made of stretchable, self-shrinking rubber, with a minimum thickness of 30 mils. The back side of each wrap shall be coated with a cross-linked reinforced butyl adhesive. The butyl adhesive shall be a non-hardening sealant, with a minimum thickness of 30 mils.

Page 15-15, Sub-article 1525-3 (C) Fittings and Connections

Page 15-15, Line 33-Add the following after the last paragraph:

Installation of the connector shall be performed using a calibrated installation tool furnished by the connector manufacturer. Installation shall require no re-tightening after the initial installation. Installation shall be done in accordance with the manufacturer's instructions.

The external compression take-up clamps shall be installed in accordance with the manufacturer's instructions.

The Contractor shall use the proper size connector in accordance with the connector manufacturer's recommendations.

All dead-end pipe stubs shall be restrained in accordance with ASTM C-923.

Page 15-16, Sub-article 1525-3 (D) Testing

Add the following:

All precast sanitary sewer manholes installed by the Contractor shall be vacuum tested for leakage. This test shall be done in accordance with ASTM C-1244 and in the presence of PWC. Provide all the necessary labor, materials, equipment, testing apparatus, and all other incidentals necessary to complete the vacuum test. All testing equipment used shall be approved for use in vacuum testing manholes.

Each manhole shall be tested after assembly. All lift holes shall be plugged with an approved non-shrink grout. All lines, including laterals, entering the manhole shall be temporarily plugged. Ensure that the pipes and plugs are secure in place to prevent them being drawn into the manhole. The test head shall be placed directly on top of the concrete surface of the manhole following the manufacturer's recommendations, rather than to the cast iron seating ring.

Manholes may be tested either prior to backfill or post backfill at the contractor's option. For pre-backfill testing, a vacuum of 10 inches of Mercury (inches Hg) shall be drawn on the manhole, the valve on the vacuum line of the test head closed, and the vacuum pump shut off. The time shall be measured for the vacuum to drop to 9 inches of Mercury (inches Hg). The manhole is acceptable if the time for the vacuum reading to drop from 10 inches of Mercury to 9 inches of Mercury meets or exceeds the values indicated below:

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Diameter of Manhole			
Manhole Depth	**4' Diameter**	**5' Diameter**	**6' Diameter**
10' or less	**25 sec**	**33 sec**	**41 sec**
11' to 15'	**38 sec**	**49 sec**	**62 sec**
16' to 20'	**50 sec**	**65 sec**	**81 sec**
21' to 25'	**62 sec**	**82 sec**	**101 sec**
25' to 30'	**74 sec**	**98 sec**	**121 sec**

Vacuum testing backfilled manholes is not recommended in the presence of groundwater. Vacuum testing a backfilled manhole that is subjected to hydrostatic pressure may exceed the design limits of the flexible connecters and could lead to failure of the structure, joints, and/or connectors. Where groundwater is present a reduction in the vacuum pressure applied to the manhole will be required. The vacuum shall be reduced by 1 inch of Mercury for every 1 foot of hydrostatic head between 12 feet and 21 feet. A vacuum test should not be performed when the hydrostatic head exceeds 22 feet. See the chart below:

Hydrostatic Head (feet)*	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
Vacuum Pressure (in Hg)	**10**	**9**	**8**	**7**	**6**	**5**	**4**	**3**	**2**	**1**	**

*Hydrostatic head above the critical connector (critical connector is bottom most flexible connector)

**Do not perform vacuum test

If the manhole fails the initial test, the manhole shall be repaired by an approved method until a satisfactory test is obtained. All repair methods shall be approved prior to being used. Retesting shall be performed until a satisfactory test is accomplished.

SECTION 1530 -ABANDON OR REMOVE UTILITIES

Page 15-16, ARTICLE 1530-3 CONSTRUCTION METHODS

Page 15-16, Sub-article 1530-3 (A) Abandoning Pipe

Add the following paragraphs:

Perform kill-outs of existing mains to be abandoned as designated on the Drawings. Kill-outs shall consist of the following requirements.

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(1) Kill out shall be done a minimum of five (5) feet from any fitting on the existing water main that is to remain in service.
(2) Ductile iron pipe stiff knee shall be four (4) inch diameter for mains 12 inches or less. Utilize eight (8) inch ductile iron pipe or larger for mains larger than 12 inches. Minimum length of five (5) feet of stiff knee shall be provided. Stiff knee shall be encased in concrete. Concrete shall cover the abandoned pipe, but it shall not come in contact with the active water main or any fittings on the active water main. Place blocks rated as the same compressive strength as the concrete under the stiff knee to provide support during concrete placement.
(3) On the active water main side of the stiff knee, provide full body mechanical joint sleeve with restraining gland and restraining plug or cap.
(4) On the abandoned water main side, provide minimum one-quarter (¼) inch steel plate or ductile iron cap or plug.
(5) Coordinate outages with PWC and other work to minimize the number of planned outages.
(6) Abandoned pipe shall be grout filled or removed in accordance with Section 1530.

Remove valves, or close valves and remove the top of the valve box to an elevation two (2) feet below the roadway subgrade or finished grade and backfill.

Page 15-17, ARTICLE 1530-4 MEASUREMENT AND PAYMENT

Add the following sentence to the first paragraph:

Kill out of existing water mains to be abandoned shall be incidental to the other work and will not be measured and paid.

SECTION 1540-ENCASEMENT

Page 15-18, ARTICLE 1540-2 MATERIALS

Page 15-18 Add Sub-Article 1540-2 (A) Encasements for Railroad Crossings

Docusign Envelope ID: 0E2D54D9-EA77-8BE6-8284-70F2AD292E06

CARRIER PIPE (dia, in inches)	MIN CASING SIZE (inches)	WALL THICKNESS (inches)	RAILROAD WALL THICKNESS (inches)
4	10	0.188	0.188
6	12	0.250	0.281
8	16	0.250	0.281
12	24	0.250	0.375
16	30	0.312	0.469
18	30	0.312	0.469
24	36	0.375	0.532
30	42	0.500	0.625
36	48	0.500	0.688

The Contractor may substitute larger size casing pipe (particularly for sewer mains where grade and alignment are critical) with the proper wall thickness. All additional costs shall be included in the cost of the encasement. Furthermore, the Contractor will be responsible for all engineering costs to update the 100-year design service life for the larger encasement at their expense.

Page 15-18 Add Sub-Article 1540-2 (A) Encasements for Water and Sewer Mains

The material for the gravity sanitary sewer carrier pipe shall be CL 50 ductile restrained joint pipe iron or C-900 PVC (DR 18) for all pipe 4 to 12 inch diameter. All sanitary sewer ductile iron carrier pipe shall have specified lining and coating. Use of restraining gaskets (i.e., field-lock gaskets) is an acceptable means of restraint for gravity sewer mains. Use of iron MJ retaining glands are not approved for restraint within casings.

All ductile iron pressure pipes (4 to 12 inch diameter) within casings shall be factory restrained, in accordance with these specifications and as indicated on the drawings. The use of mechanical restraints shall not be used on pipe within casings for pressure pipe.

Add the following paragraphs for specifying the carrier pipe brace or spider assembly for ductile iron carrier pipes:

Provide carbon steel carrier pipe brace with the band being made from 12-gauge minimum thickness with 4 inch width and riser being made from eight (8) gauge minimum thickness. Runners shall be minimum 2 inches wide.

Add the following paragraphs for specifying the carrier pipe brace or spider assembly for 8 inch C900 PVC carrier pipe.

Docusign Envelope ID: 0E2D54D9-EA77-8BE6-8284-70F2AD292E06

Provide carbon steel carrier pipe brace with the band being made from fourteen (14) gauge minimum thickness with 8 inch width and riser being made from fourteen (14) gauge minimum thickness. Runners shall be minimum 2 inch width with UHMW Polymer coasting. Legs shall be minimum fourteen (14) gauge thickness with 6 inch width.

Page 15-18, ARTICLE 1540-3 CONSTRUCTION METHODS

Page 15-18, Sub-article 1540-3. (C) Encasements for Future Use

Add the following paragraph:

Mark encasements for future use with a manufactured three (3) sided fiberglass utility marker (color green for sewer and blue for water). Marker shall be anchored in the ground using U-channel Post minimum of two (2) feet in depth. Place a marker at the right of way or at the ends of the encasements if encasements extend beyond the right of way.

Page 15-18, Sub-article 1540-3 (D), Carrier Pipe Installation

Add the following sentences to the first paragraph for ductile iron carrier pipes:

Minimum spacing for carrier pipe brace or spider assemblies shall be at 3 feet prior to and 3 feet after each joint of ductile iron carrier pipe. Fasten brace or spider to pipe with heavy duty studs, nuts, and washers.

SECTION 1550-TRENCHLESS INSTALLATION OF UTILITIES

Page 15-20, ARTICLE 1550-3 CONSTRUCTION METHODS

Page 15-20, Sub-article 1550-3 (B) Design

Add the following sentences to the last paragraph:

For boring and tunneling operations, the certified calculations shall include a geotechnical analysis to confirm the selected method will not result in road settlement or upheaval, a road movement monitoring plan and remediation plan should the work result in settlement or upheaval. For drilling operations, appropriate calculations shall be provided to evaluate hydraulic fracturing and to develop a Fraction Mitigation Contingency Plan.

Page 15-20, ARTICLE 1550-4 MEASUREMENT AND PAYMENT

Page 15-20, Sub-article 1550-4 (A) Bore and Jack

Add the following paragraphs:

Locate all existing utilities in the proposed location of the jack and bore.

Pilot Tube Guided Auger Bore and Jack

Docusign Envelope ID: 0E2D54D9-EA77-8BE6-8284-70F2AD292E06

The Pilot Tube Guided Auger Bore and Jack system shall utilize a two or three phase system as described below:

1) **Three Pass System**

A. Phase 1 - A rigid steel pilot tube approximately one-meter in length shall be installed through the ground from the drive shaft to the receiver shaft by earth displacement with the jacking frame. The alignment of the pilot tube shall be established with a theodolite mounted at the rear of the drive shaft and accurately set to the desired line and grade. The theodolite shall view a lighted target in the lead or steering pilot tube. A camera shall be fitted to the theodolite and shall transmit the image of the crosshair and the target onto a monitor screen to be viewed in the drive shaft by the operator. As the operator advances the pilot tube through the earth the center of the target will drift from the crosshair as a result of the biased or slanted leading tip of the pilot tube. The operator shall rotate the pilot tube as required to orient the slanted steering tip toward the crosshair and continue to advance the pilot tube until it reaches the receiver shaft.

B. Phase 2 -An enlargement casing with an outside diameter up to one and a half (1 ½) inches larger than the product pipe shall be rigidly connected to the final pilot tube and advanced into the earth behind the pilot tube. An auger shall be used inside the enlargement casing to remove the material being excavated. The auger shall be contained inside the limits of the enlargement casing as it progresses along the proposed alignment. A train of temporary steel casings with an outside diameter very similar to the enlargement casing and used to move the enlargement casing from the drive shaft to the receiver shaft. The enlargement casing will cut a bore hole from the drive shaft to the receiver shaft and the temporary casings will case the hole as it is cut. Each temporary casing shall be fitted with an internal auger to transport the excavated material to the drive shaft where it shall be removed from the shaft and disposed of at an approved location. The pilot tubes shall be recovered in the receiver shaft as the temporary casings are installed.

C. Phase 3-The product pipe shall then be installed directly behind the final temporary casing pipe with the jacking frame. The casing pipes and augers shall be recovered in the receiver shaft as the product pipe is installed.

2) **Two Pass System**

A. Phase 1 - The pilot tube shall be installed in the same manner described in Phase 1 of the Three Pass System.

B. Phase 2 - The enlargement casing shall be installed in the same manner described in Phase 2 of the Three-Phase System. Each product pipe shall be fitted with an internal protective-casing pipe to house the auger and prevent damage to the product pipe. The product pipe shall be installed directly behind the enlargement casing with the internal casing rigidly connected to the auger chamber of the enlargement casing. The internal casing shall be manufactured such that the excavated material does not leak excessively into the product pipe. The internal casing shall be fitted with a protective shoe to protect the product pipe from damage and to support the casing and auger at the centerline of the pipe.

Docusign Envelope ID: 0E2D54D9-EA77-8BE6-8284-70F2AD292E06

C. Phase 3 - The product pipe shall be advanced along the proposed alignment with the jacking frame thus progressing the enlargement casing from the drive shaft to the receiver shaft with the pilot tubes being recovered in the receiver shaft. The excavated material shall be funneled into and conveyed through the internal casing to the drive shaft where it shall be removed from the shaft and disposed of at an approved location. Upon reaching the receiver shaft the enlargement casing shall be removed and the internal casings and augers retracted and recovered at the drive shaft.

Page 15-21, Sub-article 1550-4 (B), Directional Drilling

Add the following paragraph:

At the horizontal directional drill locations and prior to drilling, remove the upper 18 inches of the bearing soil and place a geotextile (Mirafi 140 N or equivalent) over the entire bearing location. Backfill the excavation with clean, washed, NCDOT #57 stone to the bearing level of the working platform. The thickness of the NCDOT #57 stone should not exceed two feet in thickness before being compacted with a vibratory plate compactor. Have a qualified geotechnical engineer provide written approval of the working platform bearing grades once final locations are selected and prior to starting the advancement of the directional drills.

Page 15-21, Sub-article 1550-4 (C), Tunneling

Add the following paragraph:

The Contractor shall locate all existing utilities in the proposed location of the jack and bore.

Page 15-21, Sub-article 1550-4 (D), Pipe Ramming

Add the following paragraph:

The Contractor shall locate all existing utilities in the proposed location of the jack and bore.

PROJECT SPECIAL PROVISIONS
Utilities by Others

General:

The following utility companies have facilities that will be in conflict with the construction of this project:

A) Duke Energy – Electric
B) Piedmont Natural Gas – Gas
C) AT&T Transmission – Communications
D) Brightspeed – Communications
E) Lumen – Communications
F) Spectrum – Communications
G) Metronet – Communications
H) Segra – Communications
I) Fayetteville PWC – Communications

Contact person for **all** Utility Owners will be as follows:

John Walters
Division 6 Utility Coordinator
Cell # 910-495-5848
ext-jcwalters@ncdot.gov

Utilities Requiring Adjustment:

The conflicting facilities of these concerns will be adjusted prior to the date of availability, unless otherwise noted and are therefore listed in these special provisions for the benefit of the Contractor. All utility work listed herein will be done by the utility owners. All utilities are shown on the plans from the best available information.

The Contractor's attention is directed to Article 105-8 of the Standard Specifications.

Utilities Requiring Adjustment:

Utility relocations are shown on the Utilities by Others Plans

A. Duke Energy – Electric

B. Piedmont Natural Gas – Gas

C. AT&T Transmission – Communications

PROJECT SPECIAL PROVISIONS
Utilities by Others

D. Brightspeed – Communications

E. Lumen – Communications

F. Spectrum – Communications

G. Metronet – Communications

H. Segra – Communications

I. Fayetteville PWC – Communications

During construction, if the Contractor encounters an existing facility that conflicts with the Contractor's proposed operation, the Contractor shall notify the Engineer and Division 6 Utility Coordinator. The Contractor shall allow thirty (30) calendar days for each utility owner to complete their adjustment or relocation.

Project Special Provisions
Erosion Control

STABILIZATION REQUIREMENTS:

(4-30-2019)(Rev. 1-21-25)

Stabilization for this project shall comply with the time frame guidelines as specified by the NCG-010000 general construction permit issued by the North Carolina Department of Environmental Quality Division of Energy, Mineral and Land Resources. Temporary or permanent ground cover stabilization shall occur within the following time frames from the last land-disturbing activity:

- Stabilize perimeter dikes, swales, ditches, and perimeter slopes within 7 calendar days.
- Stabilize high quality water (HQW) zones within 7 calendar days.
- Stabilize slopes steeper than 3:1 within 7 calendar days.
    - If slopes are 10 feet or less in length and are not steeper than 2:1, 14 calendar days are allowed.
- Stabilize slopes 3:1 to 4:1 within 14 calendar days.
    - 7 calendar days for slopes greater than 50 feet in length and with slopes steeper than 4:1.
    - 7 calendar days for perimeter dikes, swales, ditches, perimeter slopes, and HQW Zones.
- Stabilize areas with slopes flatter than 4:1 within 14 calendar days.
    - 7 calendar days for perimeter dikes, swales, ditches, perimeter slopes, and HQW Zones.

The stabilization timeframe for High Quality Water (HQW) Zones shall be 7 calendar days with no exceptions for slope grades or lengths. High Quality Water Zones (HQW) Zones are defined by North Carolina Administrative Code 15A NCAC 04A.0105 (25). Temporary and permanent ground cover stabilization shall be achieved in accordance with the provisions in this contract and as directed.

SEEDING AND MULCHING: (East)

The kinds of seed and fertilizer, and the rates of application of seed, fertilizer, and limestone, shall be as stated below. During periods of overlapping dates, the kind of seed to be used shall be determined. All rates are in pounds per acre.

All Roadway Areas

March 1 - August 31		**September 1 - February 28**	
50#	Tall Fescue	50#	Tall Fescue
10#	Centipede	10#	Centipede
25#	Bermudagrass (hulled)	35#	Bermudagrass (unhulled)
500#	Fertilizer	500#	Fertilizer
4000#	Limestone	4000#	Limestone

Waste and Borrow Locations

March 1 – August 31		**September 1 - February 28**	
75#	Tall Fescue	75#	Tall Fescue
25#	Bermudagrass (hulled)	35#	Bermudagrass (unhulled)
500#	Fertilizer	500#	Fertilizer
4000#	Limestone	4000#	Limestone

Note: 50# of Bahiagrass may be substituted for either Centipede or Bermudagrass only upon Engineer's request.

Approved Tall Fescue Cultivars

06 Dust	Escalade	Kalahari	Serengeti
2nd Millennium	Essential	Kitty Hawk 2000	Shelby
3rd Millennium	Evergreen 2	Legitimate	Shenandoah III
Avenger	Faith	Lexington	Shenandoah Elite
Bar Fa	Falcon IV	LifeGuard	Sheridan
Barlexas	Falson NG	LSD	Sidewinder
Barlexas II	Falcon V	Magellan	Signia
Barrera	Fat Cat	Masterpiece	Silver Hawk
Barrington	Fesnova	Millennium SRP	Skyline
Barrobusto	Fidelity	Monet	Solara
Barvado	Finelawn Elite	Mustang 4	Southern Choice II
Biltmore	Finelawn Xpress	Naturally Green	Speedway
Bingo	Finesse II	Ninja 2	Spyder LS
Bizem	Firebird	Ol' Glory	Sunset Gold
Black Tail	Firecracker LS	Padre	Taccoa
Blackwatch	Firenza	Patagonia	Tahoe II
Blade Runner II	Five Point	Pedigree	Talladega
Bonsai	Focus	Picasso	Tanzania
Braveheart	Forte	Piedmont	Temple
Bravo	Garrison	Plantation	Terrano
Bullseye	Gazelle II	Proseeds 5301	Thor
Cannavaro	GLX Aced	Prospect	Thunderstruck
Catalyst	Gold Medallion	Quest	Titanium LS
Cayenne	Grande 3	RainDance	Titan LTD
Cezanne RZ	Greenbrooks	Raptor II	Tracer
Chipper	Greenkeeper	Rebel IV	Traverse SRP
Cochise IV	Gremlin	Rebel Exeda	Trio
Constitution	Greystone	Rebel Sentry	Tulsa Time
Corgi	Guardian 21	Regenerate	Turbo
Corona	Guardian 41	Regiment II	Turbo RZ
Coyote	Hemi	Rembrandt	Tuxedo
Cumberland	Honky Tonk	Rendition	Ultimate
Darlington	Hot Rod	Reunion	Umbrella

DaVinci	Hunter	Rhambler 2 SRP	Van Gogh
Desire	Inferno	Riverside	Venture
Diablo	Integrity	RNP	Watchdog
Dominion	Jaguar 3	Rocket	Wolfpack II
Dynamic	Jamboree	Saltillo	Xtremegreen
Dynasty	Justice	Scorpion	

On cut and fill slopes 2:1 or steeper Centipede shall be applied at the rate of 5 pounds per acre and add 20# of Sericea Lespedeza from January 1 - December 31.

Fertilizer shall be 10-20-20 analysis. A different analysis of fertilizer may be used provided the 1-2-2 ratio is maintained and the rate of application adjusted to provide the same amount of plant food as a 10-20-20 analysis and as directed.

Native Grass Seeding and Mulching **(East)**

Native Grass Seeding and Mulching shall be performed on the disturbed areas of wetlands and riparian areas, and adjacent to Stream Relocation construction within a 50 foot zone on both sides of the stream or depression, measured from top of stream bank or center of depression. The stream bank of the stream relocation shall be seeded by a method that does not alter the typical cross section of the stream bank. Native Grass Seeding and Mulching shall also be performed in the permanent soil reinforcement mat section of preformed scour holes, and in other areas as directed.

The kinds of seed and fertilizer, and the rates of application of seed, fertilizer, and limestone, shall be as stated below. During periods of overlapping dates, the kind of seed to be used shall be determined. All rates are in pounds per acre.

March 1 - August 31		**September 1 - February 28**	
18#	Creeping Red Fescue	18#	Creeping Red Fescue
6#	Indiangrass	6#	Indiangrass
8#	Little Bluestem	8#	Little Bluestem
4#	Switchgrass	4#	Switchgrass
25#	Browntop Millet	35#	Rye Grain
500#	Fertilizer	500#	Fertilizer
4000#	Limestone	4000#	Limestone

Approved Creeping Red Fescue Cultivars:

Aberdeen	Boreal	Epic	Cindy Lou

Fertilizer shall be 10-20-20 analysis. A different analysis of fertilizer may be used provided the 1-2-2 ratio is maintained and the rate of application adjusted to provide the same amount of plant food as a 10-20-20 analysis and as directed.

Native Grass Seeding and Mulching shall be performed in accordance with Section 1660 of the *Standard Specifications* and vegetative cover sufficient to restrain erosion shall be installed immediately following grade establishment.

Measurement and Payment

Native Grass *Seeding and Mulching* will be measured and paid for in accordance with Article 1660-8 of the *Standard Specifications*.

All areas seeded and mulched shall be tacked with asphalt. Crimping of straw in lieu of asphalt tack shall not be allowed on this project.

CRIMPING STRAW MULCH:

Crimping shall be required on this project adjacent to any section of roadway where traffic is to be maintained or allowed during construction. In areas within six feet of the edge of pavement, straw is to be applied and then crimped. After the crimping operation is complete, an additional application of straw shall be applied and immediately tacked with a sufficient amount of undiluted emulsified asphalt.

Straw mulch shall be of sufficient length and quality to withstand the crimping operation.

Crimping equipment including power source shall be subject to the approval of the Engineer providing that maximum spacing of crimper blades shall not exceed 8".

TEMPORARY SEEDING:

Fertilizer shall be the same analysis as specified for *Seeding and Mulching* and applied at the rate of 400 pounds and seeded at the rate of 50 pounds per acre. Sweet Sudan Grass, German Millet or Browntop Millet shall be used in summer months and Rye Grain during the remainder of the year. The Engineer will determine the exact dates for using each kind of seed.

FERTILIZER TOPDRESSING:

Fertilizer used for topdressing on all roadway areas except slopes 2:1 and steeper shall be 10-20-20 grade and shall be applied at the rate of 500 pounds per acre. A different analysis of fertilizer may be used provided the 1-2-2 ratio is maintained and the rate of application adjusted to provide the same amount of plant food as 10-20-20 analysis and as directed.

Fertilizer used for topdressing on slopes 2:1 and steeper and waste and borrow areas shall be 16-8-8 grade and shall be applied at the rate of 500 pounds per acre. A different analysis of fertilizer may be used provided the 2-1-1 ratio is maintained and the rate of application adjusted to provide the same amount of plant food as 16-8-8 analysis and as directed.

SUPPLEMENTAL SEEDING:

The kinds of seed and proportions shall be the same as specified for *Seeding and Mulching*, with the exception that no centipede seed will be used in the seed mix for supplemental seeding. The rate of application for supplemental seeding may vary from 25# to 75# per acre. The actual rate per acre will be determined prior to the time of topdressing and the Contractor will be notified in writing of the rate per acre, total quantity needed, and areas on which to apply the supplemental seed. Minimum tillage equipment, consisting of a sod seeder shall be used for incorporating seed into the soil as to prevent disturbance of existing vegetation. A clodbuster (ball and chain) may be used where degree of slope prevents the use of a sod seeder.

MOWING:

The minimum mowing height on this project shall be 4 inches.

LAWN TYPE APPEARANCE:

All areas adjacent to lawns must be hand finished as directed to give a lawn type appearance. Remove all trash, debris, and stones ¾" and larger in diameter or other obstructions that could interfere with providing a smooth lawn type appearance. These areas shall be reseeded to match their original vegetative conditions, unless directed otherwise by the Field Operations Engineer.

MINIMIZE REMOVAL OF VEGETATION:

The Contractor shall minimize removal of vegetation within project limits to the maximum extent practicable. Vegetation along stream banks and adjacent to other jurisdictional resources outside the construction limits shall only be removed upon approval of Engineer. No additional payment will be made for this minimization work.

CONSTRUCTION MATERIALS MANAGEMENT
(3-19-19) (rev. 04-27-20)

Description

The requirements set forth shall be adhered to in order to meet the applicable materials handling requirements of the NCG010000 permit. Structural controls installed to manage construction materials stored or used on site shall be shown on the E&SC Plan. Requirements for handling materials on construction sites shall be as follows:

Polyacrylamides (PAMS) and Flocculants

Polyacrylamides (PAMS) and flocculants shall be stored in leak-proof containers that are kept under storm-resistant cover or surrounded by secondary containment structures designed to protect adjacent surface waters. PAMS or other flocculants used shall be selected from the NC DWR List of Approved PAMS/Flocculants The concentration of PAMS and other flocculants used shall not exceed those specified in the NC DWR List of Approved PAMS/Flocculants and in accordance

with the manufacturer's instructions. The NC DWR List of Approved PAMS/Flocculants is available at:

https://files.nc.gov/ncdeq/Water+Quality/Environmental+Sciences/ATU/PAM8_30_18.pdf

Equipment Fluids

Fuels, lubricants, coolants, and hydraulic fluids, and other petroleum products shall be handled and disposed of in a manner so as not to enter surface or ground waters and in accordance with applicable state and federal regulations. Equipment used on the site must be operated and maintained properly to prevent discharge of fluids. Equipment, vehicle, and other wash waters shall not be discharged into E&SC basins or other E&SC devices. Alternative controls should be provided such that there is no discharge of soaps, solvents, or detergents.

Waste Materials

Construction materials and land clearing waste shall be disposed of in accordance with North Carolina General Statutes, Chapter 130A, Article 9 - Solid Waste Management, and rules governing the disposal of solid waste (15A NCAC 13B). Areas dedicated for managing construction material and land clearing waste shall be at least 50 feet away from storm drain inlets and surface waters unless it can be shown that no other alternatives are reasonably available. Paint and other liquid construction material waste shall not be dumped into storm drains. Paint and other liquid construction waste washouts should be located at least 50 feet away from storm drain inlets unless there is no alternative. Other options are to install lined washouts or use portable, removable bags or bins. Hazardous or toxic waste shall be managed in accordance with the federal Resource Conservation and Recovery Act (RCRA) and NC Hazardous Waste Rules at 15A NCAC, Subchapter 13A. Litter and sanitary waste shall be managed in a manner to prevent it from entering jurisdictional waters and shall be disposed of offsite.

Herbicide, Pesticide, and Rodenticides

Herbicide, pesticide, and rodenticides shall be stored and applied in accordance with the Federal Insecticide, Fungicide, and Rodenticide Act, North Carolina Pesticide Law of 1971 and labeling restrictions.

Concrete Materials

Concrete materials onsite, including excess concrete, must be controlled and managed to avoid contact with surface waters, wetlands or buffers. No concrete or cement slurry shall be discharged from the site. (Note that discharges from onsite concrete plants require coverage under a separate NPDES permit – NCG140000.) Concrete wash water shall be managed in accordance with the *Concrete Washout Structure* provision. Concrete slurry shall be managed and disposed of in accordance with *NCDOT DGS and HOS DCAR Distribution of Class A Residuals Statewide* (Permit No. WQ0035749). Any hardened concrete residue will be disposed of, or recycled on site, in accordance with state solid waste regulations.

Earthen Material Stock Piles

Earthen material stock piles shall be located at least 50 feet away from storm drain inlets and surface waters unless it can be shown that no other alternatives are reasonably available.

Measurement and Payment

Conditions set within the *Construction Materials Management* provision are incidental to the project for which no direct compensation will be made.

WASTE AND BORROW SOURCES:
(2-16-11) (Rev. 3-17-22)

Payment for temporary erosion control measures, except those made necessary by the Contractor's own negligence or for his own convenience, will be paid for at the appropriate contract unit price for the devices or measures utilized in borrow sources and waste areas.

No additional payment will be made for erosion control devices or permanent seeding and mulching in any commercial borrow or waste pit. All erosion and sediment control practices that may be required on a commercial borrow or waste site will be done at the Contractor's expense.

All offsite Staging Areas, Borrow and Waste sites shall be in accordance with "Borrow and Waste Site Reclamation Procedures for Contracted Projects" located at:

https://connect.ncdot.gov/resources/roadside/FieldOperationsDocuments/Contract%20Reclamation%20Procedures.pdf

All forms and documents referenced in the "Borrow and Waste Site Reclamation Procedures for Contracted Projects" shall be included with the reclamation plans for offsite staging areas, and borrow and waste sites.

SAFETY FENCE AND JURISDICTIONAL FLAGGING:

Description

Safety Fence shall consist of furnishing materials, installing and maintaining polyethylene or polypropylene fence along the outside riparian buffer, wetland, or water boundary, or other boundaries located within the construction corridor to mark the areas that have been approved to infringe within the buffer, wetland, endangered vegetation, culturally sensitive areas or water. The fence shall be installed prior to any land disturbing activities.

Interior boundaries for jurisdictional areas noted above shall be delineated by stakes and highly visible flagging.

Jurisdictional boundaries at staging areas, waste sites, or borrow pits, whether considered outside or interior boundaries shall be delineated by stakes and highly visible flagging.

Materials

(A) Safety Fencing

Polyethylene or polypropylene fence shall be a highly visible preconstructed safety fence approved by the Engineer. The fence material shall have an ultraviolet coating.

Either wood posts or steel posts may be used. Wood posts shall be hardwood with a wedge or pencil tip at one end, and shall be at least 5 ft. in length with a minimum nominal 2" x 2" cross section. Steel posts shall be at least 5 ft. in length, and have a minimum weight of 0.85 lb/ft of length.

(B) Boundary Flagging

Wooden stakes shall be 4 feet in length with a minimum nominal 3/4" x 1-3/4" cross section. The flagging shall be at least 1" in width. The flagging material shall be vinyl and shall be orange in color and highly visible.

Construction Methods

No additional clearing and grubbing is anticipated for the installation of this fence. The fence shall be erected to conform to the general contour of the ground.

(A) Safety Fencing

Posts shall be set at a maximum spacing of 10 ft., maintained in a vertical position and hand set or set with a post driver. Posts shall be installed a minimum of 2 ft. into the ground. If hand set, all backfill material shall be thoroughly tamped. Wood posts may be sharpened to a dull point if power driven. Posts damaged by power driving shall be removed and replaced prior to final acceptance. The tops of all wood posts shall be cut at a 30-degree angle. The wood posts may, at the option of the Contractor, be cut at this angle either before or after the posts are erected.

The fence geotextile shall be attached to the wood posts with one 2" galvanized wire staple across each cable or to the steel posts with wire or other acceptable means.

Place construction stakes to establish the location of the safety fence in accordance with Article 105-9 or Article 801-1 of the *Standard Specifications.* No direct pay will be made for the staking of the safety fence. All stakeouts for safety fence shall be considered incidental to the work being paid for as "Construction Surveying", except that where there is no pay item for construction surveying, all safety fence stakeout will be performed by state forces.

The Contractor shall be required to maintain the safety fence in a satisfactory condition for the duration of the project as determined by the Engineer.

(B) Boundary Flagging

Boundary flagging delineation of interior boundaries shall consist of wooden stakes on 25 feet maximum intervals with highly visible orange flagging attached. Stakes shall be installed a minimum of 6" into the ground. Interior boundaries may be staked on a tangent that runs parallel to buffer but must not encroach on the buffer at any location. Interior boundaries of hand clearing shall be identified with a different colored flagging to distinguish it from mechanized clearing.

Boundary flagging delineation of interior boundaries will be placed in accordance with Article 105-9 or Article 801-1 of the *Standard Specifications*. No direct pay will be made for delineation of the interior boundaries. This delineation will be considered incidental to the work being paid for as *Construction Surveying,* except that where there is no pay item or construction surveying the cost of boundary flagging delineation shall be included in the unit prices bid for the various items in the contract. Installation for delineation of all jurisdictional boundaries at staging areas, waste sites, or borrow pits shall consist of wooden stakes on 25 feet maximum intervals with highly visible orange flagging attached. Stakes shall be installed a minimum of 6" into the ground. Additional flagging may be placed on overhanging vegetation to enhance visibility but does not substitute for installation of stakes.

Installation of boundary flagging for delineation of all jurisdictional boundaries at staging areas, waste sites, or borrow pits shall be performed in accordance with Subarticle 230-4(B)(5) or Subarticle 802-2(F) of the *Standard Specifications*. No direct pay will be made for this delineation, as the cost of same shall be included in the unit prices bid for the various items in the contract.

The Contractor shall be required to maintain alternative stakes and highly visible flagging in a satisfactory condition for the duration of the project as determined by the Engineer.

Measurement and Payment

Safety Fence will be measured and paid as the actual number of linear feet of polyethylene or polypropylene fence installed in place and accepted. Such payment will be full compensation including but not limited to furnishing and installing fence geotextile with necessary posts and post bracing, staples, tie wires, tools, equipment and incidentals necessary to complete this work.

Payment will be made under:

Pay Item	**Pay Unit**
Safety Fence	Linear Foot

BORROW PIT DEWATERING BASIN:
(3-17-09) (Rev 3-2-11)

Description

Water discharge from borrow pit sites shall not cause surface waters to exceed 50 NTUs (nephelometric turbidity unit) in streams not designated as trout waters and 10 NTUs in streams,

lakes or reservoirs designated as trout waters. For lakes and reservoirs not designated as trout waters, the turbidity shall not exceed 25 NTUs. If the turbidity exceeds these levels due to natural background conditions, the existing turbidity level shall not be increased.

Construct, maintain and remove earth embankments used to reduce turbidity from dewatering borrow sites. Work includes providing porous coir fiber baffle, filtration geotextile, stone and outlet structures; cleaning out, maintaining, removing and disposing of the borrow pit dewatering basin and all components; and reshaping, dressing, seeding and mulching the area.

Materials

Refer to Division 10

Item	Section
Riprap, Class A, B, 1, and 2	1042
Geotextile for Drainage, Type 2	1056
Coir Fiber Baffle	1640-2

Use suitable excavated materials, as specified in Sections 225, 230 and 240 of the *Standard Specifications* in the construction of earth embankments for borrow pit dewatering basins, except where otherwise specified.

Construction Methods

Construct borrow pit dewatering basins according to the detail in the erosion control plans, and at locations shown on Reclamation Plans or in areas as directed.

The volume of the borrow pit dewatering basin will be based on a 2 hour retention time. The pump rate shall not exceed 1,000 GPM. The Contractor, at his option, may use a greater retention time for managing turbidity.

The straight line distance between the inlet and outlet shall be divided to include a forebay chamber in the upper quarter cell. Install one porous coir fiber baffle across the full width of the basin to delineate the forebay chamber. Do not use earthen or rock baffle. Install filtration geotextile on the interior side slopes and the floor of the forebay.

The water pumped from the borrow pit into the dewatering basin shall be obtained from the top of the water column and shall be discharged into the forebay in a non-erodible manner.

The borrow pit dewatering basin outlet shall be a vertical non-perforated riser pipe or flash board riser attached with a watertight connection to a barrel that carries the water through the embankment.

Maintenance and Removal

Maintain the borrow pit dewatering basin, coir fiber baffle, and remove and dispose of silt accumulations in accordance with Article 1630-3 of the *Standard Specifications*. The Contractor may include a drain device for maintenance and removal at his discretion.

Remove the borrow pit dewatering basin once dewatering operations are completed. Grade, seed, and mulch the area after removal of the borrow pit dewatering basin in accordance with Section 1660 of the *Standard Specifications*. The area shall be stabilized with an approved groundcover before final acceptance of the site.

Measurement and Payment

No direct payment will be made for borrow pit dewatering basins with the exception of the work of silt removal during dewatering basin operation and the work of seeding and mulching after removal of the dewatering basin. All other work and materials required for installation, maintenance and removal of borrow pit dewatering basins shall be incidental to *Borrow Excavation*. Such price and payments will be full compensation for the work of constructing, maintaining and removing the borrow pit dewatering basin including, but not limited to, the construction and removal of the borrow pit dewatering basin; furnishing of the outlet structure, baffle, filtration geotextile, stone and optional drain devices; and removal of all such items once dewatering operations are completed.

Removal and disposal of silt accumulations during dewatering operations will be measured and paid at the contract unit price per cubic yard for *Silt Excavation* in accordance with Article 1630-4 of the *Standard Specifications.*

Grading, seeding, and mulching the area after removal of the borrow pit dewatering basin will be measured and paid at the contract unit price per acre for *Seeding and Mulching* in accordance with Section 1660-8 of the *Standard Specifications*.

IMPERVIOUS DIKE:
(9-9-11)(Rev. 11-15-22)

Description

This work consists of furnishing, installing, maintaining, pumping and removing an *Impervious Dike* for the purpose of diverting normal stream flow around the construction site. The Contractor shall construct an impervious dike in such a manner approved by the Engineer. The impervious dike shall not permit seepage of water into the construction site or contribute to siltation of the stream. The impervious dike shall be constructed of an acceptable material in the locations noted on the plans or as directed by the Engineer.

Materials

Acceptable materials shall include but not be limited to sheet piles, sandbags, and/or the placement of an acceptable size stone lined with polypropylene or other impervious geotextile.

Earth material shall not be used to construct an impervious dike when it is in direct contact with the stream unless vegetation can be established before contact with the stream takes place.

Construction Methods

Where impervious dikes are shown on the plans and used to dewater or lower the water elevation, construct in accordance with Article 410-4 and 410-5.

Measurement and Payment

Impervious Dike will be measured and paid as the actual number of linear feet of impervious dike(s) constructed, measured in place from end to end of each separate installation that has been completed and accepted by the Engineer. Such price and payment will be full compensation for all work including but not limited to furnishing materials, construction, maintenance, pumping and removal of the impervious dike.

Payment will be made under:

Pay Item	Pay Unit
Impervious Dike	Linear Foot

TEMPORARY PIPE FOR CULVERT CONSTRUCTION:

Description

This work consists of furnishing, installing, maintaining and removing any and all temporary pipe used on this project in conjunction with the culvert construction.

Construction Methods

The Contractor shall install temporary pipe in locations shown on the plans in such a manner approved by the Engineer. The temporary pipe shall provide a passageway for the stream through the work-site. The minimum size requirements will be as stated on the erosion control plans.

Measurement and Payment

__" *Temporary Pipe* will be measured and paid for at the contract unit price per linear foot of temporary pipe approved by the Engineer and measured in place from end to end. Such price and payment will be full compensation for all work covered by this section including but not limited to furnishing all materials required for installation, construction, maintenance, and removal of temporary pipe.

Payment will be made under:

Pay Item	Pay Unit
__" Temporary Pipe	Linear Foot

PUMP AROUND OPERATION:

Description

The work covered by this section consists of furnishing, installing, maintaining and removing any and all pump around systems used on this project. The Contractor shall install a pump around system in locations as shown in the plans and in other locations approved by the Engineer. The pump around system shall provide a passageway for the stream flow around the work site. See the Example of Pump Around Operation Detail Sheet in the Erosion Control plans.

The quantity of pump around systems may be increased, decreased, or eliminated entirely as directed. Such variations in quantity will not be considered as alterations in the details of construction or a change in the character of the work.

Materials

Item	Section
Special Stilling Basin	1639

Impervious Dike shall meet the specifications as provided elsewhere in this contract.

Pumps shall be of sufficient size to divert the stream flow around the work area, as approved by the Engineer.

Construction Methods

Install *impervious dike(s)* as shown on the plans or as directed. Pump water around the work site. If the water is turbid or exposed to bare soil, pump through a *special stilling basin*. Once the work is complete in an area remove the *impervious dike(s)* and pump system, and stabilize the area.

Measurement and Payment

Impervious Dike will be measured and paid for as provided elsewhere in this contract.

Special Stilling Basin will be measured and paid for in accordance with Article 1639-4 of the *Standard Specifications*.

Payment for pumping operations shall be considered incidental to the work of installing pipes, culverts and channels. The pumping operations shall include but not be limited to, diverting the stream flow around the work area and pumping runoff from the work area into a stilling basin, special stilling basin or other sediment control device. No additional payment will be made for

furnishing materials or maintenance of the pumping operations for the installation of pipes, culverts and channels.

The above prices and payments will be full compensation for all work covered by this section including, but not limited to furnishing all of the necessary materials, construction, maintenance and removal of the impervious dike and pump around system.

STREAMBANK REFORESTATION:
(Rev. 9-16-25)

Description

Plant streambank reforestation in areas designated on the plans and as directed by the Engineer. See the Streambank Reforestation Detail Sheets.

The entire streambank reforestation operation shall comply with the requirements of Section 1670 of the *Standard Specifications*.

Materials

Item	**Section**
Coir Fiber Mat	1060-14

Live Stakes:

Type I Streambank Reforestation shall be live stakes, planted along both streambanks. Live stakes shall be 1/2 inch to 2 inches in diameter. Stakes shall also be 2 feet to 3 feet in length.

Live staking plant material shall consist of a random mix made up of 50% Black Willow (*Salix nigra*) and 50% Silky Dogwood (*Cornus amomum*). Other species may be substituted upon approval of the Engineer. Harvest all plant material locally (within the same physiographic ecoregion and plant hardiness zone) or purchased from a local nursery, with the approval of the Engineer. All live stakes shall be dormant at time of acquisition and planting.

Use stakes, reinforcement bars or staples as anchors meeting the requirements of Article 1629-2 of the *Standard Specifications*.

Bare Root Seedlings:
Type II Streambank Reforestation shall be bare root seedlings 12 inches to18 inches tall.

Construction Methods

Install coir fiber matting in accordance with Article 1629-3 of the *Standard Specifications* on the streambanks where live staking is to be planted as shown on the Streambank Reforestation Detail Sheets and in locations as directed by the Engineer. Work includes providing all materials, excavating and backfilling, and placing and securing coir fiber mat.

Provide a smooth soil surface free from stones, clods, or debris that will prevent the contact of the matting with the soil. Place the matting immediately upon final grading and permanent seeding. Take care to preserve the required line, grade, and cross section of the area covered.

Unroll the matting and apply without stretching such that it will lie smoothly but loosely on the soil surface. Bury the top slope end of each piece of matting in a narrow trench at least 6 inches deep and tamp firmly. Where one roll of matting ends and a second roll begins, overlap the end of the upper roll over the buried end of the second roll so there is a 6 inch overlap. Construct check trenches at least 12 inches deep every 50 feet longitudinally along the edges of the matting, or as directed by the Engineer. Fold over and bury matting to the full depth of the trench, close and tamp firmly. Overlap matting at least 6 inches where 2 or more widths of matting are installed side by side.

Wooden stakes, reinforcement bars, or staples may be used as anchors in accordance with the Streambank Reforestation Detail Sheets and as directed by the Engineer. Place anchors across the matting at ends, junctions, and check trenches approximately 1 feet apart. Place anchors down the center of each strip of matting 3 feet apart. Place anchors along all lapped edges 1 feet apart. Refer to the Streambank Reforestation Detail Sheets for anchoring pattern. The Engineer may require adjustments in the trenching or anchoring requirements to fit individual site conditions.

During preparation of the live stakes, cleanly cut the basal ends at an angle to facilitate easy insertion into the soil, while the tops shall be cut square or blunt for tamping. Remove all limbs from the sides of the live cutting prior to installation.

Live stakes shall be installed within 48 hours of cutting. Continually shade and protect outside storage locations from wind and direct sunlight. Live cut plant material shall remain moist at all times before planting.

Space stakes approximately 4 feet on center. Install live stakes according to the configuration presented on the Streambank Reforestation Detail Sheets.

Tamp live stakes perpendicularly into the finished bank slope with a dead blow hammer, with buds oriented in an upward direction. Stakes should be tamped until approximately 3/4 of the stake length is within the ground. Compact the area around each live stake by foot after the live stake has been installed.

1 inch to 2 inches shall be cut cleanly off of the top of each live stake with loppers at an angle of approximately 15 degrees following installation. Any stakes that are split or damaged during installation shall be removed and replaced.

The bare root seedlings shall be planted as soon as practical following permanent *Seeding and Mulching*. Plant the seedlings from top of bank out, along both sides of the stream, as designated on the plans.

Root dip: Coat the roots of reforestation seedlings with a slurry of water, and either a fine clay (kaolin) or a superabsorbent polymer that is designated as a bare root dip. The type, mixture ratio, method of application, and the time of application shall be submitted to the Engineer.

Seedlings may be coated before delivery to the job or at the time of planting, but at no time shall the roots of the seedlings be allowed to dry out. Moisten the roots immediately prior to planting.

Seasonal Limitations: Plant streambank reforestation from November 15 through March 15.

Measurement and Payment

Streambank Reforestation will be measured and paid for as the actual number of acres of land measured along the surface of the ground, which has been acceptably planted in accordance with this special provision.

Coir Fiber Mat will be measured and paid in accordance with Article 1629-4 of the *Standard Specifications*.

Payment will be made under:

Pay Item	Pay Unit
Streambank Reforestation	Acre

CONCRETE WASHOUT:
(10-22-15)(Rev. 4-15-25)

Description

Concrete washouts are impermeable enclosures, above or below grade, to contain concrete wastewater and associated concrete mix from cleaning of ready-mix trucks, drums, pumps, tools or other equipment. Concrete washouts must collect and retain all the concrete washout water and solids, so that this material does not migrate to surface waters or into the ground water. These enclosures are not intended for concrete waste not associated with washout operations.

Acceptable concrete washouts may include constructed earthen structures, above or below ground, or commercially available devices designed specifically to capture concrete wash water.

Materials

Refer to Division 10 of the *Standard Specifications*.

Item	Section
Temporary Silt Fence	1605

Safety Fence shall meet the specifications as provided elsewhere in this contract.

Geomembrane basin liner shall consist of a minimum 10 mil thick polypropylene or polyethylene geomembrane.

Construction Methods

Build an enclosed earthen berm or excavate to form an enclosure in accordance with the details and as directed by the Engineer near the project entrance(s) or at location(s) of concrete operations. Structures shall be constructed a minimum of 50 feet from drainage conveyances or jurisdictional streams or wetlands. Alternate structure designs or plans for management of concrete washout may be submitted for review and approval by the Engineer. Include in the alternate plan the method used to retain, treat and dispose of the concrete washout wastewater generated within the project limits and in accordance with the minimum setback requirements.

Install temporary silt fence around the perimeter of the structure enclosure in accordance with the details and as directed by the Engineer if the structure is not located in an area where existing erosion and sedimentation control devices are capable of containing stormwater runoff.

Post a sign with the words “Concrete Washout” in close proximity of the concrete washout area, so it is clearly visible to site personnel. Install safety fence as directed by the Engineer for visibility to construction traffic.

Install prefabricated concrete washouts, designed specifically to capture concrete wash water, at locations of additional concrete pouring operations. Acceptable systems may include geotextile lined containers, vinyl or plastic containers or roll-off containers, with or without filter bags with a minimum functional holding capacity of 36 cubic feet (1.33 cubic yards). Submit prefabricated concrete washout system for approval by the Engineer prior to installation. Place prefabricated concrete washout devices to a minimum 50 foot setback from drainage conveyances and jurisdictional streams and wetlands. If the minimum setback cannot be achieved, provide secondary containment to prevent accidental release of wastewater from reaching drainage conveyances or streams.

Prefabricated concrete washouts must be clearly and visibly labeled as such, either by the manufacturer on the product itself, or by a sign with the words “Concrete Washout” in close proximity of the concrete washout area so it is clearly visible to site personnel.

Maintenance and Removal

Maintain the concrete washout structure(s) to provide adequate holding capacity plus a minimum freeboard of 12 inches. Remove and dispose of hardened concrete and return the structure to a functional condition after reaching 75% capacity. Inspect concrete washout structures for damage to liner or structure to maintain functionality.

Maintain prefabricated concrete washout systems per manufacturer’s recommendations. Inspect concrete washout structures for damage to linings or structure and repair or replace as necessary.

Remove the concrete washout structures and sign upon project completion. Grade the area to match the existing topography and permanently seed and mulch area. Dispose of prefabricated concrete washout structures according to state or local waste regulations.

Measurement and Payment

Concrete Washout Structure will be measured and paid per each enclosure installed in accordance with the details in the plans. If alternate plans or details are approved, those structures will also be paid for per each approved and installed structure. Such price and payment will be full compensation for all work including, but not limited to, furnishing all materials, labor, equipment, signage, slurry solidification and incidentals necessary to construct, maintain and remove *Concrete Washout Structure* and dispose of residual concrete washout wastewater and concrete solids.

Prefabricated Concrete Washout will be measured and paid per each system installed in accordance with the manufacturer's recommendations. Such price and payment will be full compensation for all work including, but not limited to, furnishing all materials, labor, equipment, signage, slurry solidification and incidentals necessary to install, maintain and remove *Prefabricated Concrete Washout*, and dispose of residual concrete washout wastewater and concrete solids.

Temporary Silt Fence will be measured and paid for in accordance with Article 1605-5 of the *Standard Specifications*.

Safety Fence shall be measured and paid for as provided elsewhere in this contract.

No measurement will be made for over excavation or stockpiling or other items necessary to complete this work.

Payment will be made under:

Pay Item	Pay Unit
Concrete Washout Structure	Each
Prefabricated Concrete Washout	Each

FABRIC INSERT INLET PROTECTION
(1-1-24)

Description

Install, maintain, and remove Fabric Insert Inlet Protection, of the type specified, in inlet structures (catch basins, drop inlets, etc.) in areas where asphalt or concrete may prevent the proper installation of a Rock Inlet Sediment Traps Type C, or as directed by the Engineer.

Materials

Provide a fabric inlet protection device composed of a fitted woven polypropylene geotextile double sewn with nylon thread suspended sack. The Fabric Insert Inlet Protection shall be manufactured to fit the opening of the catch basin or drop inlet or shall have a deflector to direct runoff from the curb opening into the fabric sack. The Fabric Insert Inlet Protection shall have a rigid frame or support system to support the loaded weight of the product. The product shall have lifting loops for removing the device from the basin and will have dump straps attached at the bottom to facilitate the emptying of the device. The Fabric Insert Inlet Protection shall have an overflow system to allow stormwater to enter the inlet structure and avoid ponding on the roadway when the device reaches capacity.

The fitted filter assembly shall have the following physical properties:

Type 1 (High Flow):

Physical	Test Method	English
Grab Tensile	ASTM D-4632	255 x 275 lbs
Minimum Puncture Strength	ASTM D-4833	125 lbs
Mullen Burst	ASTM D-3786	420 PSI
Minimum UV Resistance	ASTM D-4355	70 %.
Flow Rate	ASTM D-4491	200 gal/min/ft^2
Apparent Opening	ASTM D-4751	20 US Sieve
Permittivity	ASTM D-4491	1.5 sec^{-1}

Type 2 (Low Flow):

Physical	Test Method	English
Grab Tensile	ASTM D-4632	315 x 300 lbs
Grab Elongation	ASTM D-4632	15 x 15 %
Minimum Puncture Strength	ASTM D-4833	125 lbs
Mullen Burst	ASTM D-3786	650 PSI
Minimum UV Resistance	ASTM D-4355	70 %.
Flow Rate	ASTM D-4491	40 gal/min/ft^2
Apparent Opening	ASTM D-4751	40 US Sieve
Permittivity	ASTM D-4491	0.55 sec^{-1}

Construction Methods

Strictly adhere to the manufacturer's installation instructions and recommendations. Maintenance shall include regular daily inspections and after each qualifying rain event. The Fabric Insert Inlet Protection shall be emptied, cleaned and placed back into the basin when it reaches 50% capacity or as directed by the Engineer.

Measurement and Payment

Fabric Insert Inlet Protection, Type __ will be measured and paid in units of each of the type specified, complete in place and accepted. Such payment shall be full compensation for furnishing and installing the *Fabric Insert Inlet Protection, Type* __ in accordance with this specification and for all required maintenance.

Fabric Insert Inlet Protection Cleanout will be measured and paid in units of each for the maintenance of the device, cleanout and disposal of accumulated sediments.

Payment will be made under:

Pay Item	**Pay Unit**
Fabric Insert Inlet Protection, Type __	Each
Fabric Insert Inlet Protection Cleanout	Each

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Signals and Intelligent Transportation Systems
Project Special Provisions
(Version 24.3)

Prepared By: __BNG__
21-Oct-26

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1. 2024 STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES

The 2024 Standard Specifications are revised as follows:

1.1. ELECTRICAL JUNCTION BOXES (1091-5)

Page 10-209, revise paragraphs beginning on line 26 to read "Provide electrical junction boxes with covers of the type and size indicated by the contract or plans for the termination of conduits. Boxes and covers shall meet all requirements and specifications of ANSI/SCTE 77. Structural load tests shall meet the Tier 15 application type.

Page 10-209, line 28, revise title of section 1091-5(B) from “Polymer Concrete (PC) Junction Boxes” to “Polymer Concrete (PC), Composite, and Thermoplastic Junction Boxes”.

Page 10-209, revise paragraphs beginning on line 29 through line 41 to read “For PC junction boxes, use polymer concrete material made of an aggregate consisting of sand and gravel bound together with a polymer and reinforced with glass strands to fabricate box and cover components.

Provide junction boxes which have bolted covers and open bottoms. Provide vertical extensions of 6 inches to 12 inches as required by project provisions.

Provide the required logo on the cover. Provide at least two size 3/8 inch diameter hex head stainless steel cover bolts to match inserts in the box. Provide pull slot(s) with stainless steel pin(s). Bodies of junction boxes shall be a single piece.

Polymer concrete, composite, and thermoplastic junction boxes are not required to be listed electrical devices.”

1.2. TRAFFIC SIGNAL ACTIVATION (1700-4)

Page 17-4, revise paragraph beginning on line 42 through line 46 to read “Prior to placing signal in the steady (stop-and-go) mode, the signal should be placed in yellow-red flashing mode for up to 7 days or as directed by the Engineer. Yellow-red flashing mode differs from the red-red flashing mode shown in the signal plan. Yellow-red flash mode includes flashing the yellow signal indications on all main street through movements while flashing the red signal indications on all side street signal heads and any left turn heads on the main street. The signal should not be placed in the steady (stop-and-go) mode on a Saturday or Sunday without prior approval from the Engineer. Do not place the signal in steady (stop-and-go) mode until inspected and without prior approval of the Engineer.”

1.3. PEDESTALS (1098-15)

Pages 10-226 through 10-230, revise section 1098-15 beginning on page 10-226 line 17 through page 10-230 line 10 to read “Furnish pedestal assemblies and their components that are pre-approved on the ITS & Signals QPL with foundations that conform to the *AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*, and the Interim Specifications as shown on the plans. Refer to *Roadway Standard Drawings* No. 1743 for structural design specifications for each type of pedestal.

(A) Pedestal Shaft

Furnish one piece pedestal shafts fabricated from either aluminum or galvanized steel pipe with a uniform pipe outer diameter of 4.5 inches and of the lengths specified for the type of pedestal shown on *Roadway Standard Drawing No.* 1743. Refer to Article 1743-2 for pedestal type descriptions.

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For Type I (pedestrian pushbutton pedestals) and Type II (normal-duty pedestals), furnish shafts constructed from schedule 40 extruded aluminum pipe that conforms to Aluminum Association Alloy 6061-T6 with a tensile strength of 30 ksi and a minimum wall thickness of 0.237 inch. Aluminum conduit will not develop the necessary strength required and is not allowed. Thread and deburr in accordance with American National Standard Pipe Threads, NPT (ANSI B2.1). Finish the exterior with a rough surface texture consisting of a uniform grain pattern that is perpendicular to the axis of the pipe along the full pipe length. Unless otherwise specified, do not use galvanized steel pipe for Type I and Type II pedestal shafts.

For Type III (heavy-duty pedestals), furnish schedule 120 galvanized steel pipe that conforms to ASTM A53. Provide an 11 inch square by 1 inch thick steel base plate with minimum yield strength of 36 ksi that conforms to ASTM A36. Fabricate the base plate with four equally spaced bolt holes on an 11 inch bolt circle. Orient the bolt holes in the corners of the plate. Size the holes to accommodate 1 inch diameter machine bolts. Weld the pedestal shaft to the center of the base plate using a socket connection. Provide circumferential fillet welds at the top and bottom of the base plate. Perform all welding in accordance with AWS Code on the plans. Hot-dip galvanize the pedestal shaft and base plate assembly after fabrication in accordance with ASTM A123. Unless otherwise specified, do not use aluminum pipe for Type III pedestal shafts.

(B) Transformer Bases

Furnish transformer bases for each type of pedestal shown on *Roadway Standard Drawings* No. 1743 fabricated from aluminum that meets Aluminum Association Alloy 356 or equivalent, and that are designed to break upon impact in accordance with AASHTO requirements. Pre-approved transformer base shape, size, and bolt circle dimensions may vary by product supplier, but are structurally qualified for use by each pedestal type. Compliance with manufacturer's installation instructions is crucial to ensure optimal performance when impacted.

Provide a 0.5 inch minimum diameter, coarse thread hole cast into transformer base located inside of base and oriented for easy access for use in grounding and bonding.
Provide an access opening for all transformer bases with an access door that is attached with a 1/4 inch x 3/4 inch long stainless steel vandal proof screw to secure access door.

For Type I (pedestrian pushbutton pedestals) and Type II (normal-duty pedestals), provide a threaded opening at the top of the base to receive a 4 inch NPT pipe shaft. Include a set screw prep and 3/8 inch-16 x 1 inch stainless steel set screw to secure the pedestal post to the pedestal base. Fabricate the bottom of the transformer base with four equally spaced holes or slots to secure the entire assembly to the concrete foundation.

For Type III (heavy-duty pedestals), provide square bases designed for bolt-on mounting of a Type III pedestal shaft. Fabricate the top of the transformer base with four equally spaced holes or slots for an 11 inch bolt circle to attach the pedestal shaft. Size the holes or slots to accommodate 1 inch diameter machine bolts. Fabricate the bottom of the transformer base with four equally spaced holes or slots for a 12 inch bolt circle to secure the entire assembly to the concrete foundation. Size the holes or slots to accommodate 1 inch diameter anchor bolts. Provide the following mounting hardware for heavy-duty pedestals:

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(1) Four 1 inch diameter by 3 1/2 inch long machine bolts (ASTM F593), with heavy hex nuts (ASTM A563 Grade DH, or A 194 Grade 2H), and thick flat washers, and lock washers (ASTM F436) per pedestal assembly. Galvanize in accordance with ASTM A153.

(2) Three heavy hex nuts (ASTM A563 Grade DH, or A194 Grade 2H), 2 thick flat washers, and one lock washer (ASTM F436) for each anchor bolt. Galvanize in accordance with ASTM A153.

(3) Six minimum slotted stainless steel shims of necessary thickness for leveling per pedestal assembly.

(C) Anchor Bolts

For each pedestal mounted on a concrete foundation, provide four anchor bolts in accordance with ASTM F1554, Grade 55, of the size and length specified in *Roadway Standard Drawings* No. 1743. Provide anchor bolts with coarse threads meeting the bolt/thread criteria specified by AISC. Provide threads for a minimum length of 4 inches on each end of the bolt. All thread anchor rods may be used. Ensure anchor bolts are hot-dipped galvanized in accordance with ASTM A153.

For each anchor bolt:

(1) Provide three heavy hex nuts; one at the top, and two at the bottom (embedded end) of the anchor bolt. Provide hex nuts with coarse threads that match the anchor bolt thread requirements above. Provide hex nuts that meet the requirements of ASTM A563 Grade DH, ASTM A194, Grade 2H or equivalent. Galvanize all heavy hex nuts in accordance with ASTM A153.

(2) Provide one standard size washer that meets the requirements of ASTM F436 for use between the two heavy hex nuts on the embedded end of the anchor bolt. Galvanize in accordance with ASTM A153.

(3) Provide one extra thick, oversized washer for use over the slotted opening of the pedestal base. Fabricate washer to meet the chemical, physical, and heat treating requirements of ASTM F436. Fabricate the washer to the diameter and thickness needed. Galvanize fabricated washer in accordance with ASTM A153. Heat treat to the same requirements as F436 (i.e. 26 to 45 HRC).

For a 3/4 inch diameter anchor bolt mounted in a 1 1/2 inch slotted opening, the dimensional requirements for an extra thick, oversized washer are as follows:

(a) The minimum Outside Diameter (OD) required is 2 3/4 inch.
(b) The hole Inside Diameter (ID) = Nominal Bolt Diameter + 1/16 inch = 0.812 inch.
(c) The minimum washer thickness required is 3/8 inch.

If anchor bolts less than 3/4 inch in diameter are proposed for use to anchor pedestal bases, provide a washer calculation to ensure the washer thickness is adequate. To account for any pedestal manufacturing differences, verify the actual slotted opening width of the pedestal base anchoring points, and include it in the calculation. Anchor bolts that are less than 1/2 inch in diameter may not be used as they are not structurally adequate to support the pedestal and may inhibit the performance of the breakaway base.

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The fabrication process for thick washers makes the washer slightly tapered (i.e. the top OD and the bottom OD are not the same). Install thick washers with the larger diameter face down against the pedestal base casting.

Do not use standard washers over the slotted opening of the pedestal base. Do not substitute or stack thin washers to achieve the required thickness specified or required.

In addition to the submittal requirements of Section 1098-1(B), provide Mill Certifications, Galvanization Certifications, and Heat Treating Certifications for all anchor bolts, fabricated washers, and structural hardware.

(D) Pedestal Cap

Furnish a 4 1/2 inch outside diameter slip fit domed pedestal top cap for each pedestal assembly designed to fit over the outside of the pedestal shaft. Fabricate the cap from aluminum that meets Aluminum Association Alloy 356. Ensure the cap provides 3 equally spaced stainless steel set screw fasteners to secure the cap to the pedestal shaft.

(E) Pole Flange Base for 4 1/2 Inch Pipe

As an alternative to using a frangible transformer base, furnish a flange base with cover for use with Type I pedestrian pushbutton pedestals only. Flange bases are non-breakaway supports that are to be used with a breakaway bolt system for AASHTO compliance for breakaway structures. Provide aluminum or steel flange bases with a minimum 7.5 inch diameter bolt circle. Ensure bases are either continuously welded to shafts or threaded to receive shafts. Each base should be designed to accommodate either three or four 1/2 inch bolts equally spaced on the bolt circle to receive breakaway anchors. Provide NPT threads on the internal opening of the flange base through the full length of the flange base with locking set screws at the top of the base to receive a 4 inch NPT pipe shaft.

Fabricate aluminum flange bases that meet Aluminum Association Alloy 356 requirements for architectural bases. Fabricate steel flange bases that meet ASTM A36.

Do not use flange bases for Type II or Type III pedestals.

(F) Breakaway Anchors

Use breakaway anchors installed in concrete pedestal foundations as an alternative to transformer bases. Furnish single or double neck omni-directional breakaway anchor bolt coupling systems for use with Type I (pedestrian pushbutton pedestals) only. Use with non-breakaway pole flange bases. Use 1/2 inch diameter bolts for pushbutton posts. Fabricate from steel with a minimum yield strength of 55 ksi. Galvanize in accordance with ASTM A153. Do not use breakaway anchors with Type II or III pedestals, or in conjunction with breakaway transformer bases.

(G) Foundation

Install concrete pedestal foundations of the type and size shown on *Roadway Standard Drawings* No. 1743.04 Furnish Class A minimum concrete that conforms to Article 1000-4.

Provide reinforcing steel that conforms to the applicable parts of Section 1070.

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(H) Screw-In Helical Foundation Anchor Assembly

Furnish and install screw-in helical foundation as an alternative to the standard reinforced concrete foundation specified in Section 1743, for supporting Type I and Type II Pedestals. Do not use for Type III Pedestals.

(1) Type I – Pedestrian Pushbutton Post:

Fabricate pipe assembly consisting of a 4 inch diameter x 56 inch long pipe, single helical blade and square fixed attachment plate. Furnish pipe in accordance with ASTM A53 ERW Grade B and include a 2 inch x 3 inch cable opening in the pipe at 18 inches below the attachment plate. Furnish steel attachment plate and helical blade in accordance with ASTM A36. Include four slotted mounting holes in the attachment plate to fit bolt circles ranging from 7 3/4 inches to 14 3/4 inches in diameter. Furnish additional 3/4 inch keyholes at slotted holes to permit anchor bolt installation and replacement from top surface. Include combination bolt-head retainer and dirt scrapers at the attachment plate underside to allow for a level or flush-mount plate installation with respect to the finished grade. Galvanize pipe assembly components in accordance with AASHTO M 111 or an approved equivalent.

Furnish four 3/4 inch 10NC x 3 inch square head anchor bolts to meet the requirements of ASTM F3125. Provide four 3/4 inch plain flat galvanized washers, four 3/16 inch thick galvanized plate washers and four 3/4 inch galvanized hex nuts. Galvanize in accordance with AASHTO M 111 or an approved equivalent.

(2) Type II – Normal-Duty Pedestal:

Fabricate pipe assembly consisting of a 6 inch diameter x 60 inch long, single helical blade, 1 1/4 inch diameter stinger rod and square fixed attachment plate. Furnish pipe in accordance with ASTM A53 ERW Grade B using schedule 40 wall thickness and include a 2 inch x 3 inch cable opening in the pipe at 18 inches below the attachment plate. Furnish steel attachment plate, helical blade and stinger rod in accordance with ASTM A36. Include four slotted mounting holes in the attachment plate to fit bolt circles ranging from 10 inches to 15 inches in diameter. Furnish additional 1 1/4 inch keyholes at slotted holes to permit anchor bolt installation and replacement from top surface. Include combination bolt-head retainer and dirt scrapers at the attachment plate underside to allow for a level or flush-mount plate installation with respect to the finished grade. Galvanize pipe assembly components in accordance with AASHTO M 111 or an approved equivalent.

Furnish four 1 inch 8NC x 4 inch galvanized Grade 5 square head anchor bolts. Provide four 1 inch plain flat galvanized washers and four 1 inch galvanized hex nuts. Galvanize in accordance with AASHTO M 111 or an approved equivalent."

2. SIGNAL HEADS

2.1. MATERIALS

A. General:

Fabricate vehicle signal head housings and end caps from die-cast aluminum. Fabricate 12-inch and 16-inch pedestrian signal head housings and end caps from die-cast aluminum. Fabricate 9-inch pedestrian signal head housings, end caps, and visors from virgin polycarbonate material. Provide

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visor mounting screws, door latches, and hinge pins fabricated from stainless steel. Provide interior screws, fasteners, and metal parts fabricated from stainless steel.

Fabricate tunnel and traditional visors from sheet aluminum.

Paint all surfaces inside and outside of signal housings and doors. Paint outside surfaces of tunnel and traditional visors, wire outlet bodies, wire entrance fitting brackets and end caps when supplied as components of messenger cable mounting assemblies, pole and pedestal mounting assemblies, and pedestrian pushbutton housings. Have electrostatically-applied, fused-polyester paint in highway yellow (Federal Standard 595C, Color Chip Number 13538) a minimum of 2.5 to 3.5 mils thick. Do not apply paint to the latching hardware, messenger cable hanger components or balance adjuster components.

Have the interior surfaces of tunnel and traditional visors painted an alkyd urea black synthetic baking enamel with a minimum gloss reflectance and meeting the requirements of MIL-E-10169, “Enamel Heat Resisting, Instrument Black.”

Where required, provide polycarbonate signal heads and visors that comply with the provisions pertaining to the aluminum signal heads listed on the QPL with the following exceptions:

Fabricate signal head housings, end caps, and visors from virgin polycarbonate material. Provide UV stabilized polycarbonate plastic with a minimum thickness of 0.1 ± 0.01 inches that is highway yellow (Federal Standard 595C, Color Chip 13538). Ensure the color is incorporated into the plastic material before molding the signal head housings and end caps. Ensure the plastic formulation provides the following physical properties in the assembly (tests may be performed on separately molded specimens):

Test	Required	Method
Specific Gravity	1.17 minimum	ASTM D 792
Flammability	Self-extinguishing	ASTM D 635
Tensile Strength, yield, PSI	8500 minimum	ASTM D 638
Izod impact strength, ft-lb/in [notched, 1/8 inch]	12 minimum	ASTM D 256

For pole mounting, provide side of pole mounting assemblies with framework and all other hardware necessary to make complete, watertight connections of the signal heads to the poles and pedestals. Fabricate the mounting assemblies and frames from aluminum with all necessary hardware, screws, washers, etc. to be stainless steel. Provide mounting fittings that match the positive locking device on the signal head with the serrations integrally cast into the brackets. Provide upper and lower pole plates that have a 1 ¼-inch vertical conduit entrance hubs with the hubs capped on the lower plate and 1 ½-inch horizontal hubs. Ensure that the assemblies provide rigid attachments to poles and pedestals so as to allow no twisting or swaying of the signal heads. Ensure that all raceways are free of sharp edges and protrusions, and can accommodate a minimum of ten Number 14 AWG conductors.

For pedestal mounting, provide a post-top slipfitter mounting assembly that matches the positive locking device on the signal head with serrations integrally cast into the slipfitter. Provide stainless steel hardware, screws, washers, etc. Provide a minimum of six 3/8 X 3/4-inch long square head bolts for attachment to pedestal. Provide a center post for multi-way slipfitters.

For light emitting diode (LED) traffic signal modules, provide the following requirements for inclusion on the Department’s Qualified Products List for traffic signal equipment.

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1. Sample submittal,
2. Third-party independent laboratory testing results for each submitted module with evidence of testing and conformance with all of the Design Qualification Testing specified in section 6.4 of each of the following Institute of Transportation Engineers (ITE) specifications:
   - Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement
   - Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement
   - Pedestrian Traffic Control Signal Indications –Light Emitting Diode (LED) Signal Modules.

   (Note: The Department currently recognizes two approved independent testing laboratories. They are Intertek ETL Semko and Light Metrics, Incorporated with Garwood Laboratories. Independent laboratory tests from other laboratories may be considered as part of the QPL submittal at the discretion of the Department,
3. Evidence of conformance with the requirements of these specifications,
4. A manufacturer's warranty statement in accordance with the required warranty, and
5. Submittal of manufacturer's design and production documentation for the model, including but not limited to, electrical schematics, electronic component values, proprietary part numbers, bill of materials, and production electrical and photometric test parameters.
6. Evidence of approval of the product to bear the Intertek ETL Verified product label for LED traffic signal modules.

Ensure LED traffic signal modules meet the performance requirements for the minimum period of 15 years, provide a written warranty against defects in materials and workmanship for the modules for a period of 15 years after installation of the modules. During the warranty period, the manufacturer must provide new replacement modules within 45 days of receipt of modules that have failed at no cost to the State. Repaired or refurbished modules may not be used to fulfill the manufacturer's warranty obligations. Provide manufacturer's warranty documentation to the Department during evaluation of product for inclusion on Qualified Products List (QPL).

B. Vehicle Signal Heads:

Comply with the ITE standard "Vehicle Traffic Control Signal Heads". Provide housings with provisions for attaching backplates.

Provide visors that are 10 inches in length for 12-inch vehicle signal heads.

Provide a termination block with one empty terminal for field wiring for each indication plus one empty terminal for the neutral conductor. Have all signal sections wired to the termination block. Provide barriers between the terminals that have terminal screws with a minimum Number 8 thread size and that will accommodate and secure spade lugs sized for a Number 10 terminal screw.

Mount termination blocks in the yellow signal head sections on all in-line vehicle signal heads. Mount the termination block in the red section on five-section vehicle signal heads.

Furnish vehicle signal head interconnecting brackets. Provide one-piece aluminum brackets less than 4.5 inches in height and with no threaded pipe connections. Provide hand holes on the bottom of the brackets to aid in installing wires to the signal heads. Lower brackets that carry no wires and are used only for connecting the bottom signal sections together may be flat in construction.

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For messenger cable mounting, provide messenger cable hangers, wire outlet bodies, balance adjusters, bottom caps, wire entrance fitting brackets, and all other hardware necessary to make complete, watertight connections of the vehicle signal heads to the messenger cable. Fabricate messenger cable hanger components, wire outlet bodies and balance adjuster components from stainless steel or malleable iron galvanized in accordance with ASTM A153 (Class A) or ASTM A123. Provide serrated rings made of aluminum. Provide messenger cable hangers with U-bolt clamps. Fabricate washers, screws, hex-head bolts and associated nuts, clevis pins, cotter pins, U-bolt clamps and nuts from stainless steel.

Provide LED vehicular traffic signal modules (hereafter referred to as modules) that consist of an assembly that uses LEDs as the light source in lieu of an incandescent lamp for use in traffic signal sections. Use LEDs that are aluminum indium gallium phosphorus (AlInGaP) technology for red and yellow indications and indium gallium nitride (InGaN) for green indications. Install the ultra bright type LEDs that are rated for 100,000 hours of continuous operation from -40°F to +165°F. Design modules to have a minimum useful life of 15 years and to meet all parameters of this specification during this period of useful life.

For the modules, provide spade terminals crimped to the lead wires and sized for a #10 screw connection to the existing terminal block in a standard signal head. Do not provide other types of crimped terminals with a spade adapter.

Ensure the power supply is integral to the module assembly. On the back of the module, permanently mark the date of manufacture (month & year) or some other method of identifying date of manufacture.

Tint the red, yellow and green lenses to correspond with the wavelength (chromaticity) of the LED. Transparent tinting films are unacceptable. Provide a lens that is integral to the unit with a smooth outer surface.

1. LED Circular Signal Modules:

Provide modules in the following configurations: 12-inch circular sections. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department) for each module that appears on the 2024 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement" dated June 27, 2005 (hereafter referred to as VTCSH Circular Supplement) and other requirements stated in this specification.

Provide modules that meet the following requirements when tested under the procedures outlined in the VTCSH Circular Supplement:

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red circular	17	11
12-inch green circular	15	15

For yellow circular signal modules, provide modules tested under the procedures outlined in the VTCSH Circular Supplement to insure power required at 77° F is 22 Watts or less for the 12-inch circular module.

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Note: Use a wattmeter having an accuracy of ±1% to measure the nominal wattage and maximum wattage of a circular traffic signal module. Power may also be derived from voltage, current and power factor measurements.

2. LED Arrow Signal Modules

Provide 12-inch omnidirectional arrow signal modules. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department) for each module that appears on the 2024 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the requirements for 12-inch omnidirectional modules specified in the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement" dated July 1, 2007 (hereafter referred to as VTCSH Arrow Supplement) and other requirements stated in this specification.

Provide modules that meet the following requirements when tested under the procedures outlined in the VTCSH Arrow Supplement:

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red arrow	12	9
12-inch green arrow	11	11

For yellow arrow signal modules, provide modules tested under the procedures outlined in the VTCSH Arrow Supplement to insure power required at 77° F is 12 Watts or less.

Note: Use a wattmeter having an accuracy of ±1% to measure the nominal wattage and maximum wattage of an arrow traffic signal module. Power may also be derived from voltage, current and power factor measurements.

3. LED U-Turn Arrow Signal Modules:

Provide modules in the following configurations: 12-inch left u-turn arrow signal modules and 12-inch right u-turn arrow signal modules.

Modules are not required to be listed on the ITS and Signals Qualified Products List. Provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement" dated June 27, 2005 (hereafter referred to as VTCSH Circular Supplement) and other requirements stated in this specification.

Provide modules that have minimum maintained luminous intensity values that are not less than 16% of the values calculated using the method described in section 4.1 of the VTCSH Circular Supplement.

Provide modules that meet the following requirements when tested under the procedures outlined in the VTCSH Circular Supplement:

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red u-turn arrow	17	11
12-inch green u-turn arrow	15	15

For yellow u-turn arrow signal modules, provide modules tested under the procedures outlined in the VTCSH Circular Supplement to ensure power required at 77° F is 22 Watts or less.

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Note: Use a wattmeter having an accuracy of ±1% to measure the nominal wattage and maximum wattage of a circular traffic signal module. Power may also be derived from voltage, current and power factor measurements.

4. LED Bi-Modal Green-Yellow Arrow Signal Modules

Provide 12-inch omnidirectional bi-modal arrow signal modules. Ensure both green and yellow arrow indications are in each module with a clear lens that is integral to the unit. Ensure both indications display an incandescent style look.

Modules are not required to be listed on the ITS and Signals Qualified Products List. Ensure that both indications along with the module meet or exceed the requirements in sections 1, 2, 3, 4 and 5 of the VTCSH Arrow Supplement and other requirements stated in this specification.

Provide modules that meet the following requirements when tested under the procedures outlined in the VTCSH Arrow Supplement:

Arrow Type	Nominal Wattage at 77° F
12-inch yellow arrow	12
12-inch green arrow	11

Note: Use a wattmeter having an accuracy of ±1% to measure the nominal wattage and maximum wattage of a circular traffic signal module. Power may also be derived from voltage, current and power factor measurements.

C. Pedestrian Signal Heads:

Provide pedestrian signal heads with international symbols that meet the MUTCD. Do not provide letter indications.

Comply with the ITE standard for “Pedestrian Traffic Control Signal Indications” and the following sections of the ITE standard for “Vehicle Traffic Control Signal Heads” in effect on the date of advertisement:

- Section 3.00 - “Physical and Mechanical Requirements”
- Section 4.01 - “Housing, Door, and Visor: General”
- Section 4.04 - “Housing, Door, and Visor: Materials and Fabrication”
- Section 7.00 - “Exterior Finish”

Provide a double-row termination block with three empty terminals and number 10 screws for field wiring. Provide barriers between the terminals that accommodate a spade lug sized for number 10 terminal screws. Mount the termination block in the hand section. Wire all signal sections to the terminal block.

Where required by the plans, provide 16-inch pedestrian signal heads with traditional three-sided, rectangular visors, 6 inches long. Where required by the plans, provide 12-inch pedestrian signal heads with traditional three-sided, rectangular visors, 8 inches long.

Provide 2-inch diameter pedestrian push-buttons with weather-tight housings fabricated from die-cast aluminum and threading in compliance with the NEC for rigid metal conduit. Provide a weep hole in the housing bottom and ensure that the unit is vandal resistant.

Provide push-button housings that are suitable for mounting on flat or curved surfaces and that will accept 1/2-inch conduit installed in the top. Provide units that have a heavy duty push-button

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assembly with a sturdy, momentary, normally-open switch. Have contacts that are electrically insulated from the housing and push-button. Ensure that the push-buttons are rated for a minimum of 5 mA at 24 volts DC and 250 mA at 12 volts AC.

Provide standard R10-3 signs with mounting hardware that comply with the MUTCD in effect on the date of advertisement. Provide R10-3E signs for countdown pedestrian heads and R10-3B for non-countdown pedestrian heads.

Design the LED pedestrian traffic signal modules (hereafter referred to as modules) for installation into standard pedestrian traffic signal sections that do not contain the incandescent signal section reflector, lens, eggcrate visor, gasket, or socket. Provide modules that consist of an assembly that uses LEDs as the light source in lieu of an incandescent lamp. Use LEDs that are of the latest aluminum indium gallium phosphorus (AlInGaP) technology for the Portland Orange hand and countdown displays. Use LEDs that are of the latest indium gallium nitride (InGaN) technology for the Lunar White walking man displays. Install the ultra-bright type LEDs that are rated for 100,000 hours of continuous operation from -40°F to +165°F. Design modules to have a minimum useful life of 60 months and to meet all parameters of this specification during this period of useful life.

Design all modules to operate using a standard 3 - wire field installation. Provide spade terminals crimped to the lead wires and sized for a #10 screw connection to the existing terminal block in a standard pedestrian signal housing. Do not provide other types of crimped terminals with a spade adapter.

Ensure the power supply is integral to the module assembly. On the back of the module, permanently mark the date of manufacture (month & year) or some other method of identifying date of manufacture.

Provide modules in the following configuration: 16-inch displays which have the solid hand/walking man overlay on the left and the countdown on the right, and 12-inch displays which have the solid hand/walking man module as an overlay. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department) for each module that appears on the 2024 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the ITE "Pedestrian Traffic Control Signal Indicators - Light Emitting Diode (LED) Signal Modules" dated August 04, 2010 (hereafter referred to as PTCSI Pedestrian Standard) and other requirements stated in this specification.

Provide modules that meet the following requirements when tested under the procedures outlined in the PTCSI Pedestrian Standard:

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
Hand Indication	16	13
Walking Man Indication	12	9
Countdown Indication	16	13

Note: Use a wattmeter having an accuracy of ±1% to measure the nominal wattage and maximum wattage of a circular traffic signal module. Power may also be derived from voltage, current and power factor measurements.

Provide module lens that is hard coated or otherwise made to comply with the material exposure and weathering effects requirements of the Society of Automotive Engineers (SAE) J576. Ensure all

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exposed components of the module are suitable for prolonged exposure to the environment, without appreciable degradation that would interfere with function or appearance.

Ensure the countdown display continuously monitors the traffic controller to automatically learn the pedestrian phase time and update for subsequent changes to the pedestrian phase time.

Ensure the countdown display begins normal operation upon the completion of the preemption sequence and no more than one pedestrian clearance cycle.

3. CONTROLLERS WITH CABINETS

3.1. MATERIALS – TYPE 2070LX CONTROLLERS

Furnish model 2070LX controller units that conform to CALTRANS *Transportation Electrical Equipment Specifications* (TEES) (dated March 12, 2009, plus Errata 1 dated January 21, 2010 and Errata 2 dated December 5, 2014) except as required herein.

The Department will provide software at the beginning of the burning-in period. Contractor shall give 5 working days notice before needing software. Program software provided by the Department.

Provide model 2070LX controllers with Linux kernel 2.6.18 or higher and device drivers, composed of the unit chassis and at a minimum the following modules and assemblies:

- MODEL 2070-1C, CPU Module, Single Board, with 8Mb Datakey (blue in color)
- MODEL 2070-2E+, Field I/O Module (FI/O)
  - Note: Configure the Field I/O Module to disable both the External WDT Shunt/Toggle Switch and SP3 (SP3 active indicator is “off”)
- MODEL 2070-3B, Front Panel Module (FP), Display B (8x40)
- MODEL 2070-4A, Power Supply Module, 10 AMP

The 2070-1C module’s CPU shall be capable of executing all single and double precision floating point instructions directly within the CPU hardware.

Provide all board support package (BSP), toolchain, libraries, and documentation to the state and to any specified applications software manufacturer when requested by the state to facilitate the porting, building, testing, and support the Department’s application software.

3.2.MATERIALS – GENERAL CABINETS

Provide a moisture resistant coating on all circuit boards.

Provide one 20 mm diameter radial lead UL-recognized metal oxide varistor (MOV) between each load switch field terminal and equipment ground. Electrical performance is outlined below.

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PROPERTIES OF MOV SURGE PROTECTOR	
Maximum Continuous Applied Voltage at 185° F	150 VAC (RMS) 200 VDC
Maximum Peak 8x20µs Current at 185° F	6500 A
Maximum Energy Rating at 185° F	80 J
Voltage Range 1 mA DC Test at 77° F	212-268 V
Max. Clamping Voltage 8x20µs, 100A at 77° F	395 V
Typical Capacitance (1 MHz) at 77° F	1600 pF

Provide a power line surge protector that is a two-stage device that will allow connection of the radio frequency interference filter between the stages of the device. Ensure that a maximum continuous current is at least 10A at 120V. Ensure that the device can withstand a minimum of 20 peak surge current occurrences at 20,000A for an 8x20 microsecond waveform. Provide a maximum clamp voltage of 395V at 20,000A with a nominal series inductance of 200µh. Ensure that the voltage does not exceed 395V. Provide devices that comply with the following:

Frequency (Hz)	Minimum Insertion Loss (dB)
60	0
10,000	30
50,000	55
100,000	50
500,000	50
2,000,000	60
5,000,000	40
10,000,000	20
20,000,000	25

3.3. MATERIALS – TYPE 170E CABINETS

A. Type 170 E Cabinets General:

Conform to the city of Los Angeles' Specification No. 54-053-08, *Traffic Signal Cabinet Assembly Specification* (dated July 2008), except as required herein.

Furnish model 336S pole mounted cabinets configured for 8 vehicle phases, 4 pedestrian phases, and 6 overlaps. Do not reassign load switches to accommodate overlaps unless shown on electrical details. Provide 336S pole mounted cabinets that are 46" high with 40" high internal rack assemblies.

Furnish model 332 base mounted cabinets with auxiliary output files installed and configured for 8 vehicle phases, 4 pedestrian phases, and 6 overlaps. Do not reassign load switches to accommodate overlaps unless shown on electrical details.

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Provide model 200 load switches, model 222 loop detector sensors, model 252 AC isolators, and model 242 DC isolators according to the electrical details. As a minimum, provide one (1) model 2018 conflict monitor, one (1) model 206L power supply unit, two (2) model 204 flashers, one (1) DC isolator (located in slot I14), and four (4) model 430 flash transfer relays (provide seven (7) model 430 flash transfer relays if auxiliary output file is installed) with each cabinet.

B. Type 170 E Cabinet Electrical Requirements:

Provide a cabinet assembly designed to ensure that upon leaving any cabinet switch or conflict monitor initiated flashing operation, the controller starts up in the programmed start up phases and start up interval.

Furnish two sets of non-fading cabinet wiring diagrams and schematics in a paper envelope or container and placed in the cabinet drawer.

All AC+ power is subject to radio frequency signal suppression.

Provide surge suppression in the cabinet for each type of cabinet device. Provide surge protection for the full capacity of the cabinet input file. Provide surge suppression devices that operate properly over a temperature range of -40º F to +185º F. Ensure the surge suppression devices provide both common and differential modes of protection.

Provide a pluggable power line surge protector that is installed on the back of the PDA (power distribution assembly) chassis to filter and absorb power line noise and switching transients. Ensure the device incorporates LEDs for failure indication and provides a dry relay contact closure for the purpose of remote sensing. Ensure the device meets the following specifications:

Peak Surge Current (Single pulse, 8x20µs)……..20,000A
Occurrences (8x20µs waveform)……..10 minimum @ 20,000A
Maximum Clamp Voltage…….395VAC
Operating Current……..15 amps
Response Time……..< 5 nanoseconds

Provide a loop surge suppressor for each set of loop terminals in the cabinet. Ensure the device meets the following specifications:

Peak Surge Current (6 times, 8x20µs)
(Differential Mode)…….400A
(Common Mode)……1,000A
Occurrences (8x20µs waveform)……..500 min @ 200A
Maximum Clamp Voltage
(Differential Mode @400A)……35V
(Common Mode @1,000A)…….35V
Response Time……..< 5 nanoseconds
Maximum Capacitance……..35 pF

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Provide a data communications surge suppressor for each communications line entering or leaving the cabinet. Ensure the device meets the following specifications:

Peak Surge Current (Single pulse, 8x20µs)……..10,000A
Occurrences (8x20µs waveform)……..100 min @ 2,000A
Maximum Clamp Voltage…….Rated for equipment protected
Response Time……..< 1 nanosecond
Maximum Capacitance…….1,500 pF
Maximum Series Resistance…….15Ω

Provide a DC signal surge suppressor for each DC input channel in the cabinet. Ensure the device meets the following specifications:

Peak Surge Current (Single pulse, 8x20µs)……..10,000A
Occurrences (8x20µs waveform)……..100 @ 2,000A
Maximum Clamp Voltage…….30V
Response Time……..< 1 nanosecond

Provide a 120 VAC signal surge suppressor for each AC+ interconnect signal input. Ensure the device meets the following specifications:

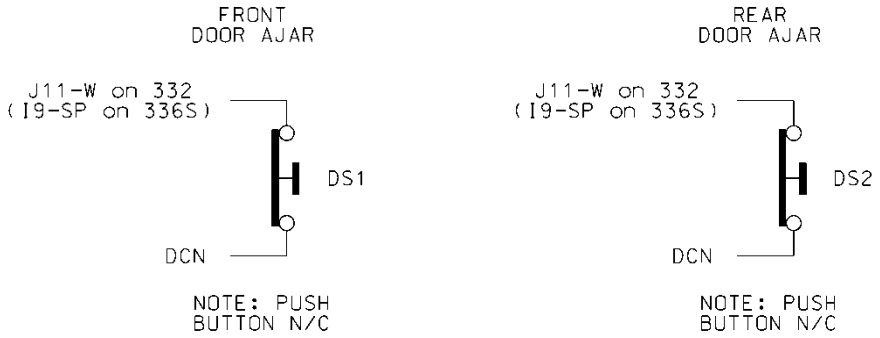
Peak Surge Current (Single pulse, 8x20µs)……..20,000A
Maximum Clamp Voltage…….350VAC
Response Time……..< 200 nanoseconds
Discharge Voltage……<200 Volts @ 1,000A
Insulation Resistance……≥100 MΩ

Provide conductors for surge protection wiring that are of sufficient size (ampacity) to withstand maximum overcurrents which could occur before protective device thresholds are attained and current flow is interrupted.

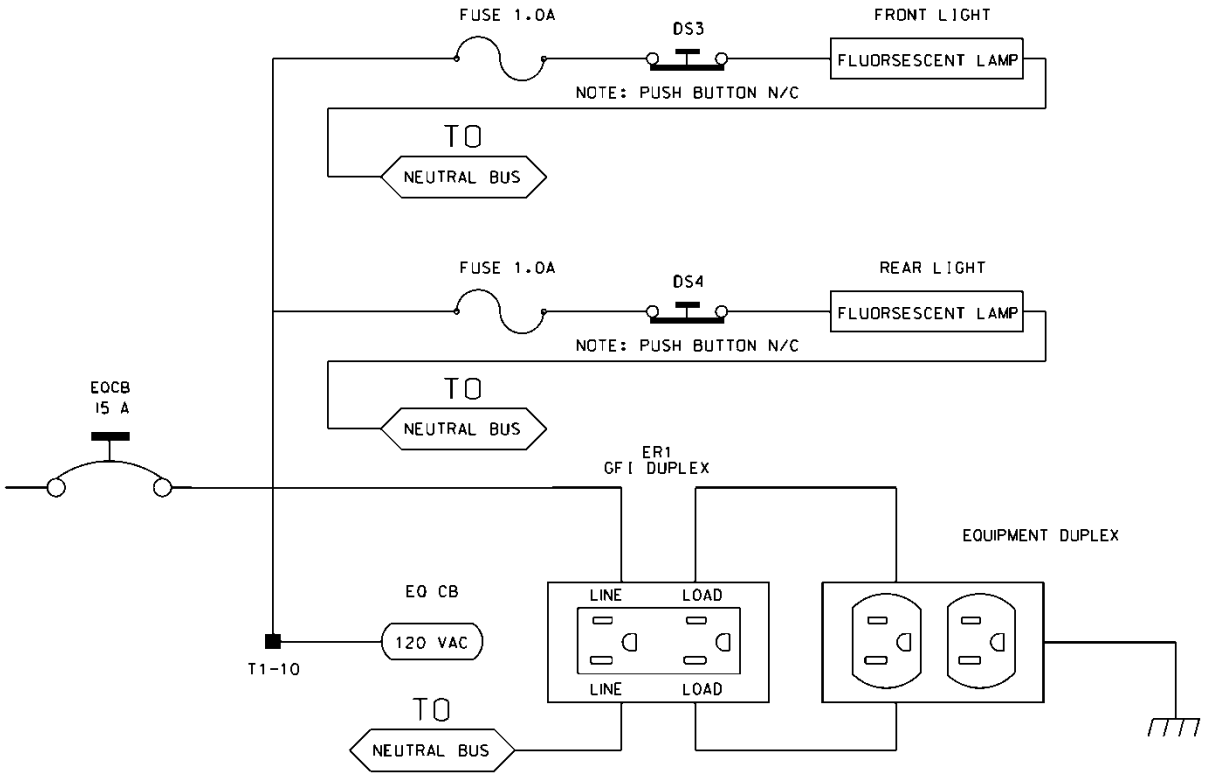
If additional surge protected power outlets are needed to accommodate fiber transceivers, modems, etc., install a UL listed, industrial, heavy-duty type power outlet strip with a minimum rating of 15 A / 125 VAC, 60 Hz. Provide a strip that has a minimum of 3 grounded outlets. Ensure the power outlet strip plugs into one of the controller unit receptacles located on the rear of the PDA. Ensure power outlet strip is mounted securely; provide strain relief if necessary.

Provide a door switch in the front and a door switch in the rear of the cabinet that will provide the controller unit with a Door Ajar alarm when either the front or the rear door is open. Ensure the door switches apply DC ground to the Input File when either the front door or the rear door is open.

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Furnish a fluorescent fixture in the rear across the top of the cabinet and another fluorescent fixture in the front across the top of the cabinet at a minimum. Ensure that the fixtures provide sufficient light to illuminate all terminals, labels, switches, and devices in the cabinet. Conveniently locate the fixtures so as not to interfere with a technician's ability to perform work on any devices or terminals in the cabinet. Provide a protective diffuser to cover exposed bulbs. Install 16 watt T-4 lamps in the fluorescent fixtures. Provide a door switch to provide power to each fixture when the respective door is open. Wire the fluorescent fixtures to the 15 amp ECB (equipment circuit breaker).



Furnish a police panel with a police panel door. For model 336S cabinets, mount the police panel on the rear door. Ensure that the police panel door permits access to the police panel when the main door is closed. Ensure that no rainwater can enter the cabinet even with the police panel door open. Provide a police panel door hinged on the right side as viewed from the front. Provide a police panel

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door lock that is keyed to a standard police/fire call box key. In addition to the requirements of LA Specification No. 54-053-08, provide the police panel with a toggle switch connected to switch the intersection operation between normal stop-and-go operation (AUTO) and manual operation (MANUAL). Ensure that manual control can be implemented using inputs and software such that the controller provides full programmed clearance times for the yellow clearance and red clearance for each phase while under manual control.

Provide a 1/4-inch locking phone jack in the police panel for a hand control to manually control the intersection. Provide sufficient room in the police panel for storage of a hand control and cord.

For model 332 base mounted cabinets, ensure terminals J14-E and J14-K are wired together on the rear of the Input File. Connect TB9-12 (J14 Common) on the Input Panel to T1-2 (AC-) on the rear of the PDA.

Provide detector test switches mounted at the top of the cabinet rack or other convenient location which may be used to place a call on each of eight phases based on the chart below. Provide three positions for each switch: On (place call), Off (normal detector operation), and Momentary On (place momentary call and return to normal detector operation after switch is released). Ensure that the switches are located such that the technician can read the controller display and observe the intersection.

Connect detector test switches for cabinets as follows:

332 Cabinet	
Detector Call Switches	**Terminals**
Phase 1	I1-W
Phase 2	I4-W
Phase 3	I5-W
Phase 4	I8-W
Phase 5	J1-W
Phase 6	J4-W
Phase 7	J5-W
Phase 8	J8-W

Provide the PCB 28/56 connector for the conflict monitor unit (CMU) with 28 independent contacts per side, dual-sided with 0.156 inch contact centers. Provide the PCB 28/56 connector contacts with solder eyelet terminations. Ensure all connections to the PCB 28/56 connector are soldered to the solder eyelet terminations.

Ensure that all cabinets have the CMU connector wired according to the 332 cabinet connector pin assignments (include all wires for auxiliary output file connection). Wire pins 13, 16, R, and U of the CMU connector to a separate 4 pin plug, P1, as shown below. Provide a second plug, P2, which will mate with P1 and is wired to the auxiliary output file as shown below. Provide an additional plug, P3, which will mate with P1 and is wired to the pedestrian yellow circuits as shown below. When no auxiliary output file is installed in the cabinet, provide wires for the green and yellow inputs for channels 11, 12, 17, and 18, the red inputs for channels 17 and 18, and the wires for the P2 plug. Terminate the two-foot wires with ring type lugs, insulated, and bundled for optional use.

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	P1		P2		P3	
PIN	FUNCTION	CONN TO	FUNCTION	CONN TO	FUNCTION	CONN TO
1	CH-9G	CMU-13	OLA-GRN	A123	2P-YEL	114
2	CH-9Y	CMU-16	OLA-YEL	A122	4P-YEL	105
3	CH-10G	CMU-R	OLB-GRN	A126	6P-YEL	120
4	CH-10Y	CMU-U	OLB-YEL	A125	8P-YEL	111

Do not provide the P20 terminal assembly (red monitor board) or red interface ribbon cable as specified in LA Specification No. 54-053-08.

Provide a P20 connector that mates with and is compatible with the red interface connector mounted on the front of the conflict monitor. Ensure that the P20 connector and the red interface connector on the conflict monitor are center polarized to ensure proper connection. Ensure that removal of the P20 connector will cause the conflict monitor to recognize a latching fault condition and place the cabinet into flashing operation.

Wire the P20 connector to the output file and auxiliary output file using 22 AWG stranded wires. Ensure the length of these wires is a minimum of 42 inches in length. Provide a durable braided sleeve around the wires to organize and protect the wires.

Wire the P20 connector to the traffic signal red displays to provide inputs to the conflict monitor as shown below. Ensure the pedestrian Don't Walk circuits are wired to channels 13 through 16 of the P20 connector. When no auxiliary output file is installed in the cabinet, provide wires for channels 9 through 12 reds. Provide a wire for special function 1. Terminate the unused wires with ring type lugs, insulated, and bundled for optional use.

	P20 Connector				
PIN	FUNCTION	CONN TO	PIN	FUNCTION	CONN TO
1	Channel 15 Red	119	2	Channel 16 Red	110
3	Channel 14 Red	104	4	Chassis GND	01-9
5	Channel 13 Red	113	6	N/C	
7	Channel 12 Red	AUX 101	8	Spec Function 1	
9	Channel 10 Red	AUX 124	10	Channel 11 Red	AUX 114
11	Channel 9 Red	AUX 121	12	Channel 8 Red	107
13	Channel 7 Red	122	14	Channel 6 Red	134
15	Channel 5 Red	131	16	Channel 4 Red	101
17	Channel 3 Red	116	18	Channel 2 Red	128
19	Channel 1 Red	125	20	Red Enable	01-14

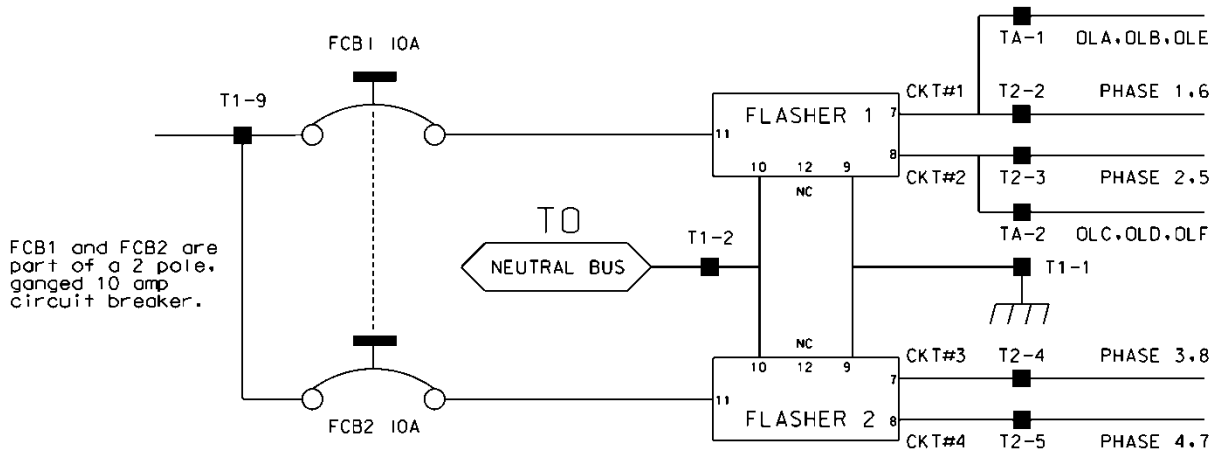
Ensure the controller unit outputs to the auxiliary output file are pre-wired to the C5 connector. When no auxiliary output file is installed in the cabinet, connect the C5 connector to a storage socket located on the Input Panel or on the rear of the PDA.

Do not wire pin 12 of the load switch sockets.

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In addition to the requirements of LA Specification No. 54-053-08, ensure relay K1 on the Power Distribution Assembly (PDA) is a four pole relay and K2 on the PDA is a two pole relay.

Provide a two pole, ganged circuit breaker for the flash bus circuit. Ensure the flash bus circuit breaker is an inverse time circuit breaker rated for 10 amps at 120 VAC with a minimum of 10,000 RMS symmetrical amperes short circuit current rating. Do not provide the auxiliary switch feature on the flash bus circuit breaker. Ensure the ganged flash bus circuit breaker is certified by the circuit breaker manufacturer to provide gang tripping operation.



Ensure auxiliary output files are wired as follows:

AUXILIARY OUTPUT FILE TERMINAL BLOCK TA ASSIGNMENTS	
POSITION	**FUNCTION**
1	Flasher Unit #1, Circuit 1/FTR1 (OLA, OLB)/FTR3 (OLE)
2	Flasher Unit #1, Circuit 2/FTR2 (OLC, OLD)/FTR3 (OLF)
3	Flash Transfer Relay Coils
4	AC -
5	Power Circuit 5
6	Power Circuit 5
7	Equipment Ground Bus
8	NC

Provide four spare load resistors mounted in each cabinet. Ensure each load resistor is rated as shown in the table below. Wire one side of each load resistor to AC-. Connect the other side of each resistor to a separate terminal on a four (4) position terminal block. Mount the load resistors and terminal block either inside the back of Output File No. 1 or on the upper area of the Service Panel.

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ACCEPTABLE LOAD RESISTOR VALUES	
VALUE (ohms)	**WATTAGE**
1.5K – 1.9 K	25W (min)
2.0K – 3.0K	10W (min)

Provide Model 200 load switches, Model 204 flashers, Model 242 DC isolators, Model 252 AC isolators, and Model 206L power supply units that conform to CALTRANS' "*Transportation Electrical Equipment Specifications*" dated March 12, 2009 with Erratum 1.

C. Type 170 E Cabinet Physical Requirements:

Do not mold, cast, or scribe the name "City of Los Angeles" on the outside of the cabinet door as specified in LA Specification No. 54-053-08. Do not provide a Communications Terminal Panel as specified in LA Specification No. 54-053-08. Do not provide terminal block TBB on the Service Panel. Do not provide Cabinet Verification Test Program software or associated test jigs as specified in LA Specification No. 54-053-08.

Furnish unpainted, natural, aluminum cabinet shells. Ensure that all non-aluminum hardware on the cabinet is stainless steel or a Department approved non-corrosive alternate.

Ensure the lifting eyes, gasket channels, police panel, and all supports welded to the enclosure and doors are fabricated from 0.125 inch minimum thickness aluminum sheet and meet the same standards as the cabinet and doors.

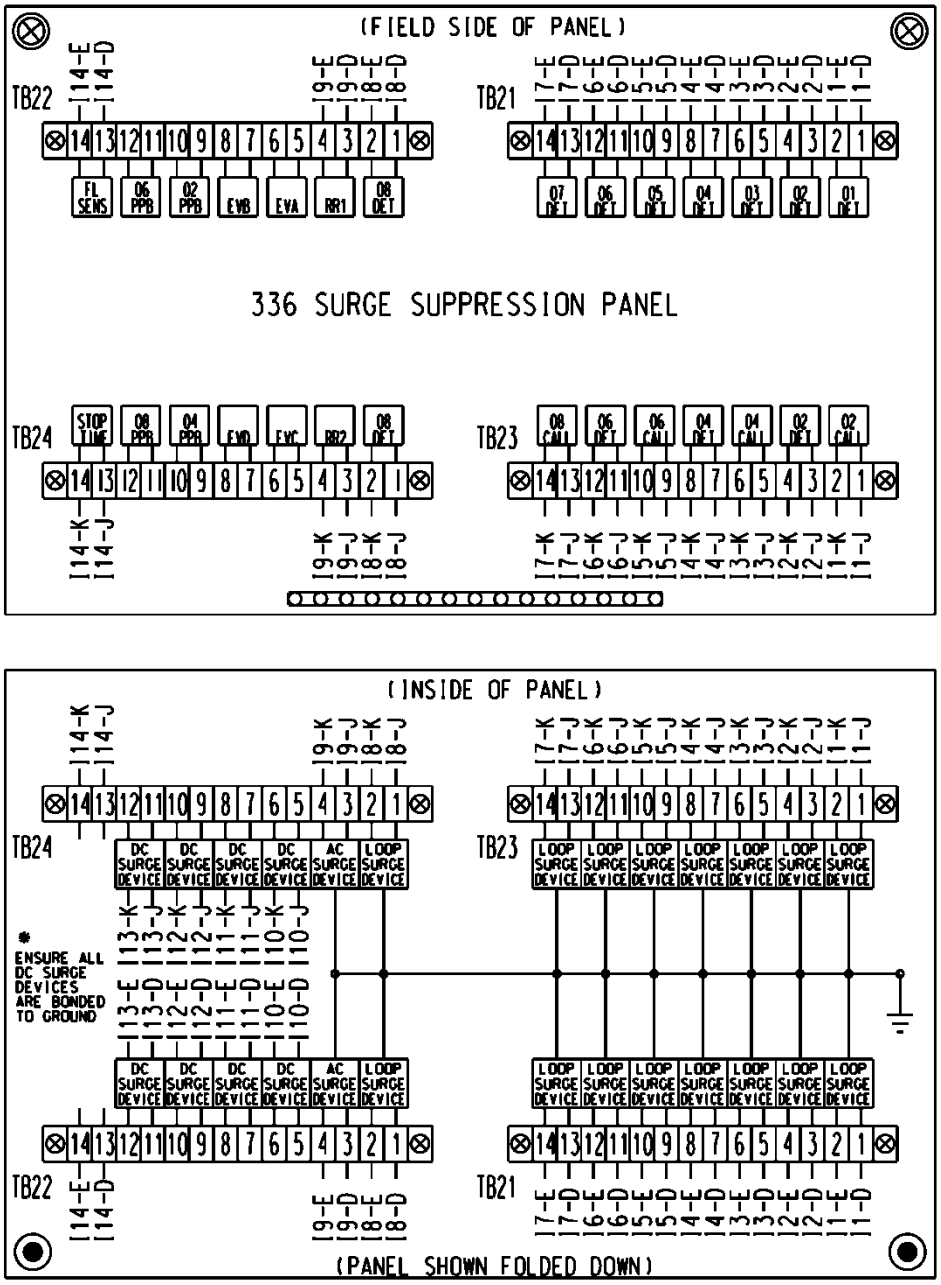
Provide front and rear doors with latching handles that allow padlocking in the closed position. Furnish 0.75 inch minimum diameter stainless steel handles with a minimum 0.5 inch shank. Place the padlocking attachment at 4.0 inches from the handle shank center to clear the lock and key. Provide an additional 4.0 inches minimum gripping length.

Provide Corbin #2 locks on the front and rear doors. Provide one (1) Corbin #2 and one (1) police master key with each cabinet. Ensure main door locks allow removal of keys in the locked position only.

Provide a surge protection panel with 16 loop surge protection devices and designed to allow sufficient free space for wire connection/disconnection and surge protection device replacement. For model 332 cabinets, provide an additional 20 loop surge protection devices. Provide an additional two AC+ interconnect surge devices to protect one slot and eight DC surge protection devices to protect four slots. Provide no protection devices on slot I14.

For pole mounted cabinets, mount surge protection devices for the AC+ interconnect inputs, inductive loop detector inputs, and low voltage DC inputs on a swing down panel assembly fabricated from sturdy aluminum. Attach the swing down panel to the bottom rear cabinet rack assembly using thumb screws. Ensure the swing down panel allows for easy removal of the input file without removing the surge protection panel assembly or its parts. Have the surge protection devices mounted horizontally on the panel and soldered to the feed through terminals of four 14 position terminal blocks with #8 screws mounted on the other side. Ensure the top row of terminals is connected to the upper slots and the bottom row of terminals is connected to the bottom slots. Provide a 15 position copper equipment ground bus attached to the field terminal side (outside) of the swing down panel for termination of loop lead-in shield grounds. Ensure that a Number 4 AWG green wire connects the surge protection panel assembly ground bus to the main cabinet equipment ground.

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For base mounted cabinets, mount surge protection panels on the left side of the cabinet as viewed from the rear. Attach each panel to the cabinet rack assembly using bolts and make it easily removable. Mount the surge protection devices in vertical rows on each panel and connect the devices to one side of 12 position, double row terminal blocks with #8 screws. For each surge protection panel, terminate all grounds from the surge protection devices on a copper equipment ground bus attached to the surge protection panel. Wire the terminals to the rear of a standard input file using spade lugs for input file protection.

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Provide permanent labels that indicate the slot and the pins connected to each terminal that may be viewed from the rear cabinet door. Label and orient terminals so that each pair of inputs is next to each other. Indicate on the labeling the input file (I or J), the slot number (1-14) and the terminal pins of the input slots (either D & E for upper or J & K for lower).

Provide a minimum 14 x 16 inch pull out, hinged top shelf located immediately below controller mounting section of the cabinet. Ensure the shelf is designed to fully expose the table surface outside the controller at a height approximately even with the bottom of the controller. Ensure the shelf has a storage bin interior which is a minimum of 1 inch deep and approximately the same dimensions as the shelf. Provide an access to the storage area by lifting the hinged top of the shelf. Fabricate the shelf and slide from aluminum or stainless steel and ensure the assembly can support the 2070 controller plus 15 pounds of additional weight. Ensure shelf has a locking mechanism to secure it in the fully extended position and does not inhibit the removal of the 2070 controller or removal of cards inside the controller when fully extended. Provide a locking mechanism that is easily released when the shelf is to be returned to its non-use position directly under the controller.

D. Model 2018 Enhanced Conflict Monitor:

Furnish Model 2018 Enhanced Conflict Monitors that provide monitoring of 18 channels. Ensure each channel consists of a green, yellow, and red field signal input. Ensure that the conflict monitor meets or exceeds CALTRANS' Transportation Electrical Equipment Specifications dated March 12, 2009, with Erratum 1 (hereafter referred to as CALTRANS' 2009 TEES) for a model 210 monitor unit and other requirements stated in this specification.

Ensure the conflict monitor is provided with an 18 channel conflict programming card. Pin EE and Pin T of the conflict programming card shall be connected together. Pin 16 of the conflict programming card shall be floating. Ensure that the absence of the conflict programming card will cause the conflict monitor to trigger (enter into fault mode), and remain in the triggered state until the programming card is properly inserted and the conflict monitor is reset.

Provide a conflict monitor that incorporates LED indicators into the front panel to dynamically display the status of the monitor under normal conditions and to provide a comprehensive review of field inputs with monitor status under fault conditions. Ensure that the monitor indicates the channels that were active during a conflict condition and the channels that experienced a failure for all other per channel fault conditions detected. Ensure that these indications and the status of each channel are retained until the Conflict Monitor is reset. Furnish LED indicators for the following:

- AC Power (Green LED indicator)
- VDC Failed (Red LED indicator)
- WDT Error (Red LED indicator)
- Conflict (Red LED indicator)
- Red Fail (Red LED indicator)
- Dual Indication (Red LED indicator)
- Yellow/Clearance Failure (Red LED indicator)
- PCA/PC Ajar (Red LED indicator)
- Monitor Fail/Diagnostic Failure (Red LED indicator)
- 54 Channel Status Indicators (1 Red, 1 Yellow, and 1 Green LED indicator for each of the 18 channels)

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Provide a switch to set the Red Fail fault timing. Ensure that when the switch is in the ON position the Red Fail fault timing value is set to 1350 +/- 150 ms (2018 mode). Ensure that when the switch is in the OFF position the Red Fail fault timing value is set to 850 +/- 150 ms (210 mode).

Provide a switch to set the Watchdog fault timing. Ensure that when the switch is in the ON position the Watchdog fault timing value is set to 1.0 +/- 0.1 s (2018 mode). Ensure that when the switch is in the OFF position the Watchdog fault timing value is set to 1.5 +/- 0.1 s (210 mode).

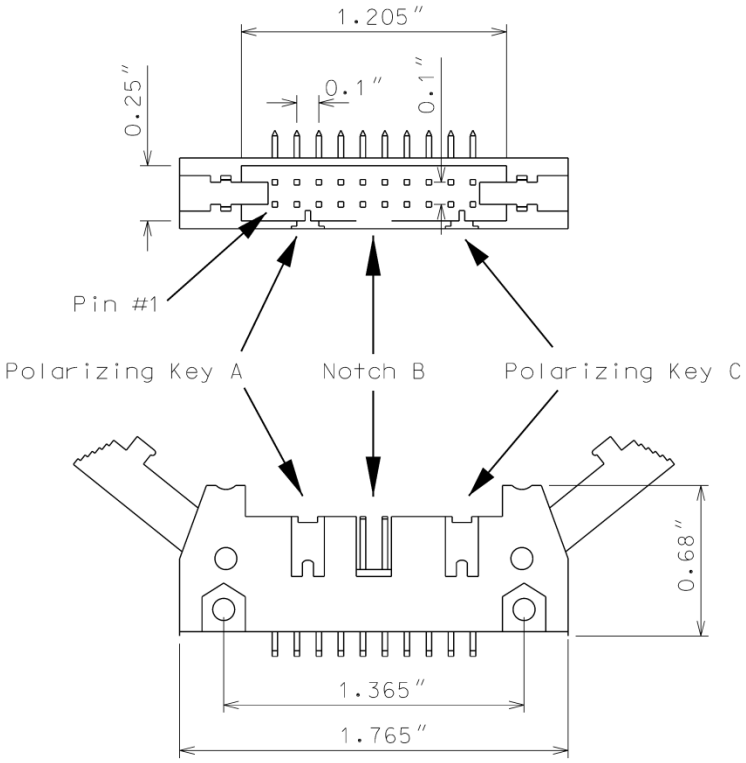
Provide a jumper or switch to set the AC line brown-out levels. Ensure that when the jumper is present or the switch is in the ON position the AC line dropout voltage threshold is 98 +/- 2 Vrms, the AC line restore voltage threshold is 103 +/- 2 Vrms, and the AC line brown-out timing value is set to 400 +/- 50ms (2018 mode). Ensure that when the jumper is not present or the switch is in the OFF position the AC line dropout voltage threshold is 92 +/- 2 Vrms, the AC line restore voltage threshold is 98 +/- 2 Vrms, and the AC line brown-out timing value is set to 80 +/- 17 ms (210 mode).

Provide a jumper or switch that will enable and disable the Watchdog Latch function. Ensure that when the jumper is not present or the switch is in the OFF position the Watchdog Latch function is disabled. In this mode of operation, a Watchdog fault will be reset following a power loss, brownout, or power interruption. Ensure that when the jumper is present or the switch is in the ON position the Watchdog Latch function is enabled. In this mode of operation, a Watchdog fault will be retained until a Reset command is issued.

Provide a jumper that will reverse the active polarity for pin #EE (output relay common). Ensure that when the jumper is not present pin #EE (output relay common) will be considered ‘Active’ at a voltage greater than 70 Vrms and ‘Not Active’ at a voltage less than 50 Vrms (Caltrans mode). Ensure that when the jumper is present pin #EE (output relay common) will be considered ‘Active’ at a voltage less than 50 Vrms and ‘Not Active’ at a voltage greater than 70 Vrms (Failsafe mode).

In addition to the connectors required by CALTRANS’ 2009 TEES, provide the conflict monitor with a red interface connector mounted on the front of the monitor. Ensure the connector is a 20 pin, right angle, center polarized, male connector with latching clip locks and polarizing keys. Ensure the right angle solder tails are designed for a 0.062” thick printed circuit board. Keying of the connector shall be between pins 3 and 5, and between 17 and 19. Ensure the connector has two rows of pins with the odd numbered pins on one row and the even pins on the other row. Ensure the connector pin row spacing is 0.10” and pitch is 0.10”. Ensure the mating length of the connector pins is 0.24”. Ensure the pins are finished with gold plating 30µ” thick.

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Ensure the red interface connector pins on the monitor have the following functions:

Pin #	Function	Pin #	Function
1	Channel 15 Red	2	Channel 16 Red
3	Channel 14 Red	4	Chassis Ground
5	Channel 13 Red	6	Special Function 2
7	Channel 12 Red	8	Special Function 1
9	Channel 10 Red	10	Channel 11 Red
11	Channel 9 Red	12	Channel 8 Red
13	Channel 7 Red	14	Channel 6 Red
15	Channel 5 Red	16	Channel 4 Red
17	Channel 3 Red	18	Channel 2 Red
19	Channel 1 Red	20	Red Enable

Ensure that removal of the P20 cable connector will cause the conflict monitor to recognize a latching fault condition and place the cabinet into flashing operation.

Provide Special Function 1 and Special Function 2 inputs to the unit which shall disable only Red Fail Monitoring when either input is sensed active. A Special Function input shall be sensed active when the input voltage exceeds 70 Vrms with a minimum duration of 550 ms. A Special Function input shall be sensed not active when the input voltage is less than 50 Vrms or the duration is less

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than 250 ms. A Special Function input is undefined by these specifications and may or may not be sensed active when the input voltage is between 50 Vrms and 70 Vrms or the duration is between 250 ms and 550 ms.

Ensure the conflict monitor recognizes field signal inputs for each channel that meet the following requirements:

- consider a Red input greater than 70 Vrms and with a duration of at least 500 ms as an "on" condition;
- consider a Red input less than 50 Vrms or with a duration of less than 200 ms as an "off" condition (no valid signal);
- consider a Red input between 50 Vrms and 70 Vrms or with a duration between 200 ms and 500 ms to be undefined by these specifications;
- consider a Green or Yellow input greater than 25 Vrms and with a duration of at least 500 ms as an "on" condition;
- consider a Green or Yellow input less than 15 Vrms or with a duration of less than 200 ms as an "off" condition; and
- consider a Green or Yellow input between 15 Vrms and 25 Vrms or with a duration between 200 ms and 500 ms to be undefined by these specifications.

Provide a conflict monitor that recognizes the faults specified by CALTRANS' 2009 TEES and the following additional faults. Ensure the conflict monitor will trigger upon detection of a fault and will remain in the triggered (in fault mode) state until the unit is reset at the front panel or through the external remote reset input for the following failures:

1. **Red Monitoring or Absence of Any Indication (Red Failure):** A condition in which no "on" voltage signal is detected on any of the green, yellow, or red inputs to a given monitor channel. If a signal is not detected on at least one input (R, Y, or G) of a conflict monitor channel for a period greater than 1000 ms when used with a 170 controller and 1500 ms when used with a 2070 controller, ensure monitor will trigger and put the intersection into flash. If the absence of any indication condition lasts less than 700 ms when used with a 170 controller and 1200 ms when used with a 2070 controller, ensure conflict monitor will not trigger. Red fail monitoring shall be enabled on a per channel basis by the use of switches located on the conflict monitor. Have red monitoring occur when all of the following input conditions are in effect:

   a) Red Enable input to monitor is active (Red Enable voltages are "on" at greater than 70 Vrms, off at less than 50 Vrms, undefined between 50 and 70 Vrms), and

   b) Neither Special Function 1 nor Special Function 2 inputs are active.

   c) Pin #EE (output relay common) is not active

2. **Short/Missing Yellow Indication Fault (Clearance Error):** Yellow indication following a green is missing or shorter than 2.7 seconds (with ± 0.1-second accuracy). If a channel fails to detect an "on" signal at the Yellow input for a minimum of 2.7 seconds (± 0.1 second) following the detection of an "on" signal at a Green input for that channel, ensure that the monitor triggers and generates a clearance/short yellow error fault indication. Short/missing

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yellow (clearance) monitoring shall be enabled on a per channel basis by the use of switches located on the conflict monitor. This fault shall not occur when the channel is programmed for Yellow Inhibit, when the Red Enable signal is inactive or pin #EE (output relay common) is active.

3. **Dual Indications on the Same Channel:** In this condition, more than one indication (R,Y,G) is detected as "on" at the same time on the same channel. If dual indications are detected for a period greater than 500 ms, ensure that the conflict monitor triggers and displays the proper failure indication (Dual Ind fault). If this condition is detected for less than 200 ms, ensure that the monitor does not trigger. G-Y-R dual indication monitoring shall be enabled on a per channel basis by the use of switches located on the conflict monitor. G-Y dual indication monitoring shall be enabled for all channels by use of a switch located on the conflict monitor. This fault shall not occur when the Red Enable signal is inactive or pin #EE (output relay common) is active.
4. **Configuration Settings Change:** The configuration settings are comprised of (as a minimum) the permissive diode matrix, dual indication switches, yellow disable jumpers, any option switches, any option jumpers, and the Watchdog Enable switch. Ensure the conflict monitor compares the current configuration settings with the previous stored configuration settings on power-up, on reset, and periodically during operation. If any of the configuration settings are changed, ensure that the conflict monitor triggers and causes the program card indicator to flash. Ensure that configuration change faults are only reset by depressing and holding the front panel reset button for a minimum of three seconds. Ensure the external remote reset input does not reset configuration change faults.

Ensure the conflict monitor will trigger and the AC Power indicator will flash at a rate of 2 Hz ± 20% with a 50% duty cycle when the AC Line voltage falls below the "drop-out" level. Ensure the conflict monitor will resume normal operation when the AC Line voltage returns above the "restore" level. Ensure the AC Power indicator will remain illuminated when the AC voltage returns above the "restore" level. Should an AC Line power interruption occur while the monitor is in the fault mode, then upon restoration of AC Line power, the monitor will remain in the fault mode and the correct fault and channel indicators will be displayed.

Provide a flash interval of at least 6 seconds and at most 16 seconds in duration following a power-up, an AC Line interruption, or a brownout restore. Ensure the conflict monitor will suspend all fault monitoring functions, close the Output relay contacts, and flash the AC indicator at a rate of 4 Hz ± 20% with a 50% duty cycle during this interval. Ensure the termination of the flash interval after at least 6 seconds if the Watchdog input has made 5 transitions between the True and False state and the AC Line voltage is greater than the "restore" level. If the watchdog input has not made 5 transitions between the True and False state within 10 ± 0.5 seconds, the monitor shall enter a WDT error fault condition.

Ensure the conflict monitor will monitor an intersection with a minimum of four approaches using the four-section Flashing Yellow Arrow (FYA) vehicle traffic signal as outlined by the NCHRP 3-54 research project for protected-permissive left turn signal displays. Ensure the conflict monitor will operate in the FYA mode as specified below to monitor each channel pair for the following fault conditions: Conflict, Flash Rate Detection, Red Fail, Dual Indication, and Clearance. Provide a

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switch to select between the FYA mode. Provide a switch to select each FYA phase movement for monitoring.

FYA mode

FYA Signal Head	Phase 1	Phase 3	Phase 5	Phase 7
Red Arrow	Channel 9 Red	Channel 10 Red	Channel 11 Red	Channel 12 Red
Yellow Arrow	Channel 9 Yellow	Channel 10 Yellow	Channel 11 Yellow	Channel 12 Yellow
Flashing Yellow Arrow	Channel 9 Green	Channel 10 Green	Channel 11 Green	Channel 12 Green
Green Arrow	Channel 1 Green	Channel 3 Green	Channel 5 Green	Channel 7 Green

If a FYA channel pair is enabled for FYA operation, the conflict monitor will monitor the FYA logical channel pair for the additional following conditions:

1. **Conflict:** Channel conflicts are detected based on the permissive programming jumpers on the program card. This operation remains unchanged from normal operation except for the solid Yellow arrow (FYA clearance) signal.
2. **Yellow Change Interval Conflict:** During the Yellow change interval of the Permissive Turn channel (flashing Yellow arrow) the conflict monitor shall verify that no conflicting channels to the solid Yellow arrow channel (clearance) are active. These conflicting channels shall be determined by the program card compatibility programming of the Permissive Turn channel (flashing Yellow arrow). During the Yellow change interval of the Protected Turn channel (solid Green arrow) the conflict monitor shall verify that no conflicting channels to the solid Yellow arrow channel (clearance) are active as determined by the program card compatibility programming of the Protected Turn channel (solid Green arrow).
3. **Flash Rate Detection:** The conflict monitor unit shall monitor for the absence of a valid flash rate for the Permissive turn channel (flashing Yellow arrow). If the Permissive turn channel (flashing Yellow arrow) is active for a period greater than 1600 milliseconds, ensure the conflict monitor triggers and puts the intersection into flash. If the Permissive turn channel (flashing Yellow arrow) is active for a period less than 1400 milliseconds, ensure the conflict monitor does not trigger. Ensure the conflict monitor will remain in the triggered (in fault mode) state until the unit is reset at the front panel or through the external remote reset input. Provide a jumper or switch that will enable and disable the Flash Rate Detection function. Ensure that when the jumper is not present or the switch is in the OFF position the Flash Rate Detection function is enabled. Ensure that when the jumper is present or the switch is in the ON position the Flash Rate Detection function is disabled.
4. **Red Monitoring or Absence of Any Indication (Red Failure):** The conflict monitor unit shall detect a red failure if there is an absence of voltage on all four of the inputs of a FYA channel pair (RA, YA, FYA, GA).

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5. **Dual Indications on the Same Channel:** The conflict monitor unit shall detect a dual indication if two or more inputs of a FYA channel pair (RA, YA, FYA, GA) are "on" at the same time.
6. **Short/Missing Yellow Indication Fault (Clearance Error):** The conflict monitor unit shall monitor the solid Yellow arrow for a clearance fault when terminating both the Protected Turn channel (solid Green arrow) interval and the Permissive Turn channel (flashing Yellow arrow) interval.

Ensure that the conflict monitor will log at least nine of the most recent events detected by the monitor in non-volatile EEPROM memory (or equivalent). For each event, record at a minimum the time, date, type of event, status of each field signal indication with RMS voltage, and specific channels involved with the event. Ensure the conflict monitor will log the following events: monitor reset, configuration, previous fault, and AC line. Furnish the signal sequence log that shows all channel states (Greens, Yellows, and Reds) and the Red Enable State for a minimum of 2 seconds prior to the current fault trigger point. Ensure the display resolution of the inputs for the signal sequence log is not greater than 50 ms.

For conflict monitors used within an Ethernet communications system, provide a conflict monitor with an Ethernet 10/100 Mbps, RJ-45 port for data communication access to the monitor by a local notebook computer and remotely via a workstation or notebook computer device connected to the signal system local area network. The Ethernet port shall be electrically isolated from the conflict monitor's electronics and shall provide a minimum of 1500 Vrms isolation. Integrate monitor with Ethernet network in cabinet. Provide software to retrieve the time and date from a network server in order to synchronize the on-board times between the conflict monitor and the controller. Furnish and install the following Windows based, graphic user interface software on workstations and notebook computers where the signal system client software is installed: 1) software to view and retrieve all event log information, 2) software that will search and display a list of conflict monitor IP addresses and IDs on the network, and 3) software to change the conflict monitor's network parameters such as IP address and subnet mask.

For non-Ethernet connected monitors, provide a RS-232C/D compliant port (DB-9 female connector) on the front panel of the conflict monitor in order to provide communications from the conflict monitor to the 170/2070 controller or to a Department-furnished laptop computer. Electrically isolate the port interface electronics from all monitor electronics, excluding Chassis Ground. Ensure that the controller can receive all event log information through a controller Asynchronous Communications Interface Adapter (Type 170E) or Async Serial Comm Module (2070). Furnish and connect a serial cable from the conflict monitor's DB-9 connector to Comm Port 1 of the 2070 controller. Ensure conflict monitor communicates with the controller. Provide a Windows based graphic user interface software to communicate directly through the same monitor RS-232C/D compliant port to retrieve and view all event log information to a Department-furnished laptop computer. The RS-232C/D compliant port on the monitor shall allow the monitor to function as a DCE device with pin connections as follows:

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Conflict Monitor RS-232C/D (DB-9 Female) Pinout		
Pin Number	**Function**	**I/O**
1	DCD	O
2	TX Data	O
3	RX Data	I
4	DTR	I
5	Ground	-
6	DSR	O
7	CTS	I
8	RTS	O
9	NC	-

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MONITOR BOARD EDGE CONNECTOR

Pin #	Function (Back Side)	Pin #	Function (Component Side)
1	Channel 2 Green	A	Channel 2 Yellow
2	Channel 13 Green	B	Channel 6 Green
3	Channel 6 Yellow	C	Channel 15 Green
4	Channel 4 Green	D	Channel 4 Yellow
5	Channel 14 Green	E	Channel 8 Green
6	Channel 8 Yellow	F	Channel 16 Green
7	Channel 5 Green	H	Channel 5 Yellow
8	Channel 13 Yellow	J	Channel 1 Green
9	Channel 1 Yellow	K	Channel 15 Yellow
10	Channel 7 Green	L	Channel 7 Yellow
11	Channel 14 Yellow	M	Channel 3 Green
12	Channel 3 Yellow	N	Channel 16 Yellow
13	Channel 9 Green	P	Channel 17 Yellow
14	Channel 17 Green	R	Channel 10 Green
15	Channel 11 Yellow	S	Channel 11 Green
16	Channel 9 Yellow	T	Channel 18 Yellow
17	Channel 18 Green	U	Channel 10 Yellow
--		--	
18	Channel 12 Yellow	V	Channel 12 Green
19	Channel 17 Red	W	Channel 18 Red
20	Chassis Ground	X	Not Assigned
21	AC-	Y	DC Common
22	Watchdog Timer	Z	External Test Reset
23	+24VDC	AA	+24VDC
24	Tied to Pin 25	BB	Stop Time (Output)
25	Tied to Pin 24	CC	Not Assigned
26	Not Assigned	DD	Not Assigned
27	Relay Output, Side #3, N.O.	EE	Relay Output,Side #2,Common
28	Relay Output, Side #1, N.C.	FF	AC+

-- Slotted for keying between Pins 17/U and 18/V

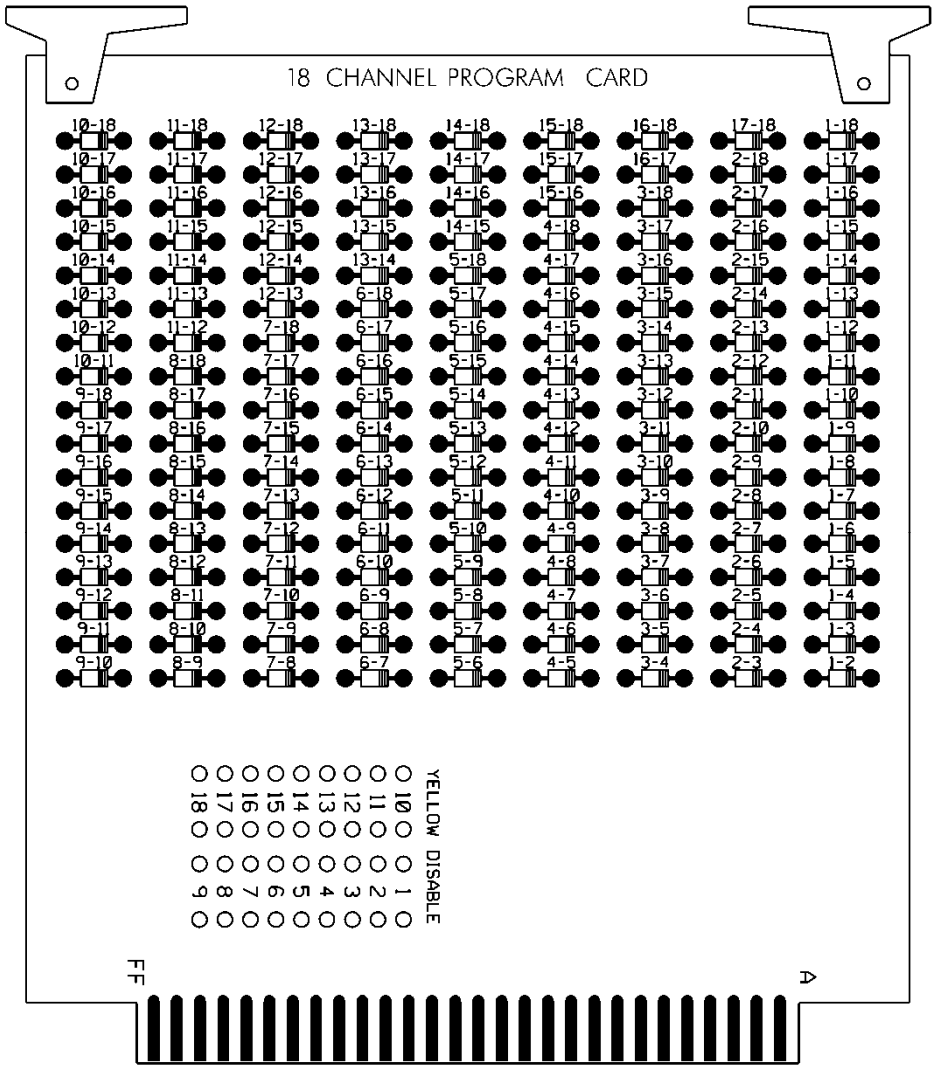
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CONFLICT PROGRAM CARD PIN ASSIGNMENTS

Pin #	Function (Back Side)	Pin #	Function (Component Side)
1	Channel 2 Green	A	Channel 1 Green
2	Channel 3 Green	B	Channel 2 Green
3	Channel 4 Green	C	Channel 3 Green
4	Channel 5 Green	D	Channel 4 Green
5	Channel 6 Green	E	Channel 5 Green
6	Channel 7 Green	F	Channel 6 Green
7	Channel 8 Green	H	Channel 7 Green
8	Channel 9 Green	J	Channel 8 Green
9	Channel 10 Green	K	Channel 9 Green
10	Channel 11 Green	L	Channel 10 Green
11	Channel 12 Green	M	Channel 11 Green
12	Channel 13 Green	N	Channel 12 Green
13	Channel 14 Green	P	Channel 13 Green
14	Channel 15 Green	R	Channel 14 Green
15	Channel 16 Green	S	Channel 15 Green
16	N/C	T	PC AJAR
17	Channel 1 Yellow	U	Channel 9 Yellow
18	Channel 2 Yellow	V	Channel 10 Yellow
19	Channel 3 Yellow	W	Channel 11 Yellow
20	Channel 4 Yellow	X	Channel 12 Yellow
21	Channel 5 Yellow	Y	Channel 13 Yellow
22	Channel 6 Yellow	Z	Channel 14 Yellow
23	Channel 7 Yellow	AA	Channel 15 Yellow
24	Channel 8 Yellow	BB	Channel 16 Yellow
--		--	
25	Channel 17 Green	CC	Channel 17 Yellow
26	Channel 18 Green	DD	Channel 18 Yellow
27	Channel 16 Green	EE	PC AJAR (Program Card)
28	Yellow Inhibit Common	FF	Channel 17 Green

-- Slotted for keying between Pins 24/BB and 25/CC

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4. NON-INTRUSIVE DETECTION SYSTEMS

4.1. DESCRIPTION

A. General

Design, furnish, provide training, and install non-intrusive detection systems **(Video, Microwave, or Lidar)** with all necessary hardware in accordance with the plans and specifications. Ensure the firmware and software furnished and installed as part of an Intelligent Transportation System (ITS) or traffic signal project are the most current and approved releases or versions, unless otherwise requested by the Department. Provide all equipment, materials, and work in accordance with all manufacturers' recommendations. All equipment, cables, and hardware must be part of an engineered system that is designed by the manufacturer to fully interoperate with all other system components.

Provide a non-intrusive detection system which provides advanced and presence detection. The non-intrusive detection system includes, but is not limited to, system sensor(s), including the

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detector housing (if applicable), mounting hardware, non-intrusive detection system processor, system management software, cabling between the detector and the cabinet, surge suppressors, terminations, output expansion modules which mount in the traffic signal controller cabinet input files, vertical conduit, weather heads and related equipment. The non-intrusive detection system processor shall have the ability to communicate with Transportation Management Center (TMC) computers for remote access.

4.2. MATERIALS

A. General

Material and equipment furnished under this specification must be pre-approved on the Department's QPL by the date of installation. Miscellaneous hardware such as cables and mounting hardware do not need to be pre-approved.

Furnish non-intrusive detection systems with either a simple keyboard or a mouse with monitor and appropriate software, or with system software for use on Department owned laptop PCs. Provide software compatible with the latest NCDOT-approved version of Microsoft Windows to provide remote detection monitoring.

Ensure that software furnished is licensed for use by the Department and by any other agency responsible for maintaining or operating the system. Provide the Department with a license to duplicate and distribute the software as necessary for design and maintenance support.

Design and furnish non-intrusive detection systems that detect vehicles by processing system inputs and provide detection outputs in real time.

Furnish all required sensor units, detection system processor units, software packages, cabling, poles, harnesses, mounting assemblies, surge protection panels, grounding systems, messenger cable, and all necessary hardware.

Furnish systems that allow the display of detection zones superimposed on an image of the roadway on a Department furnished monitor or laptop computer screen. Ensure detection zones can be defined and data entered using a simple keyboard or mouse and monitor, or using a laptop PC with software.

Provide design drawings showing design details and detection sensor unit locations for review and acceptance before installation. Provide mounting height and location requirements for detection sensor units on the design based on the site survey. Design non-intrusive detection systems with all necessary hardware. Do not design for the installation of poles in medians.

Obtain the Engineer's approval before furnishing the non-intrusive detection systems. The contractor is responsible for the final design of non-intrusive detection systems. Review and acceptance of the designs by the Department does not relieve the contractor from the responsibility to provide fully functional systems and to ensure that the required detection zones can be provided.

Provide all associated equipment manuals and documentation.

Use a non-intrusive sensor that is compatible with the detection system processor and meets the following technical and functional requirements:

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1. Requirements

1.1 Detector Sensor

- For Microwave and Lidar Detectors: Provide a detector for side-fire, forward-fire, overhead, or other appropriate configuration. Ensure the detector will detect vehicles in sunny, cloudy, rainy, snowy, and foggy weather conditions. Microwave detection systems shall be FCC-certified and have authorization to operate within the frequency range established and approved by the FCC. Ensure Lidar detection systems meet all applicable laser safety regulations and FCC requirements. Detectors shall be capable of extending at minimum 200 feet from the sensor origin. Ensure the detector is provided with water-tight housing offering NEMA 4X protection.
- For Video Detection System: Furnish and install a video camera sensor that is compatible with intersection applications. Send a video signal or thermal video image from the video camera sensor to the processor for real-time vehicle detection. Utilize high-sensitivity optics in the video camera sensor or thermal imaging to compensate for variations in lighting conditions, including blooming at night caused by headlights, rain and ice glare, and sun position shadowing. Include a heater at the front of the enclosure, or alternate method, to prevent the formation of ice and condensation in cold weather. Ensure that the heater does not interfere with the operation of the video camera sensor electronics, or cause interference with the video signal, where applicable.
- Signal to Noise Ratio shall be greater than 50 dB.
- For Video Detection System: The digital video standard should be compliant with MPEG4 or H.264. Digital video conforming to newer standards than this may be acceptable at the Engineer's discretion.
- Video Detection System shall have a minimum resolution of 1920x1080 pixels.
- For Electromagnetic interference, ensure compliance with FCC Part 15, Subpart B, Class A device requirements, which apply to the detection sensor and associated connected equipment in their installed condition.
- Furnish power cable appropriately sized to meet the power requirements of the sensors. At a minimum, provide three-conductor 120 VAC field power cable. Size the power conductors from the power source to the detector input so that no more than a 3% voltage drop is experienced (NEC 210-19 a., FPN No. 4). Provide power from the cabinet power source through a surge suppressor and then to the detection sensor.
- If the sensors support Power-over-Ethernet, provide any external POE injectors that are required. Ensure the POE injectors meet the following minimum requirements:
  - Working temp/humidity: 14º F to 131º F/maximum 90%, non-condensing
  - Connectors: Shielded RJ-45, EIA 568A and EIA 568B
  - Input Power: 100 to 240 VAC, 50 to 60 Hz
  - Pass Through Data Rates: 10/100/1000 Mbps
  - Regulatory: IEEE 802.3bt (POE)
  - Number of Ports: 1 In and 1 Out
  - Safety Approvals: UL Listed

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- Ensure the POE Injector is designed for Plug-and-Play installation, requiring no configurations and supports automatic detection and protection of non-standard Ethernet Terminal configurations.

- For Video Detection Systems: The video camera sensor shall be installed in a light-colored enclosure to limit solar heating. Meet NEMA 250 Type 4 enclosure standards for the enclosure and seal the enclosure to prevent sand, dirt, dust, salt, and water from entering. Affix a sun shield visor to the front of the enclosure which is sufficiently adjustable to divert water away from the video camera sensor lens and prevent direct sunlight from entering the iris when mounted in its installed location.
- All connections to the system sensor assembly shall be professionally sealed to manufacturer recommendations to ensure a waterproof connection.
- Where cables, power cables, and other cables are required between the sensor assembly and other components located in the controller cabinet, furnish surge protection in the controller cabinet.
- If furnishing cable, comply with manufacturer recommendations.
- Provide terminal blocks and tie points for cable.
- Environmental: Ensure that temperature and humidity limits of the sensor adhere to the latest published version of NEMA TS-2 requirements.
- Shock and Vibration: Ensure the sensor adheres to shock and vibration requirements of the latest published version of NEMA TS-2 and, where applicable, IEC 60068.

1.2 Detection System Processor

Furnish detection system processors that detect vehicles by processing system inputs and provide detection outputs in real time. The detection system processor shall accept inputs from the detectors installed at the intersection such that signals from one or more sensors can be processed in real time. If required, additional detection system processors should be provided to handle the number of detectors installed at the location. As a minimum, meet the following requirements for each non-intrusive detection system processor installation.

- For Video Detection System: Provide an IP addressable processor module, which performs video image processing and MPEG4 or H.264 encoding.
- Provide a “fail-safe” mode whereby failure of one or more of the detector sensor units or power failure of the system will cause constant calls to be placed on the affected detection outputs.
- Provide compensation for minor movement of up to 2 percent of the field of view at 400 **feet** without falsely detecting vehicles.
- Include detection indicators on the front panel of the processor module for each channel of detection provided through that module to indicate detector output in real time when the system is operational.
- Include an RJ-45 Ethernet port connector on the system processor to enable communication from a programming device.
- Provide the ability to remotely monitor detectors and system.

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- Ensure the system supports both NEMA TS-2 SDLC communications and wired I/O interface for integration into Caltrans Type 170 cabinets or NEMA TS-2 type cabinets.
- Provide a detection system processor that operates reliably in a typical roadside traffic cabinet environment.
- Environmental: Ensure that temperature and humidity limits of the system processor adhere to the latest published version of NEMA TS-2 requirements
- Shock and Vibration: Ensure the sensor adheres to shock and vibration requirements of the latest published version of NEMA TS-2 and, where applicable, IEC 60068.

Ensure processor modules that plug into a detector rack or input file meet the following requirements:

- Ensure the processor module completely fits within the loop detector slots of the traffic signal controller cabinet input file and that provides a standard relay closure detector input to the controller.
- Provide from one to four detector outputs through the processor module which communicate through the input file edge card connector.
- Use a module that is not wider than two standard input file slots.
- Provide power to the processor modules through the signal cabinet detector input file.

2. Functional Requirements for Non-intrusive Detection Systems

Provide the ability to program each detection call (input to the controller) with the following functions:

- Full Time Delay – Delay timer is active continuously,
- Extend – Call is extended for this amount of time after vehicle leaves detection area,
- Delay Call/Extend Call – This feature uses a combination of full-time delay and extend time on the same detection call. Ensure operation is as follows: Vehicle calls are received after the delay timer times out. When a call is detected, it is held until the detection area is empty and the programmed extend time expires. If another vehicle enters the detection area before the extend timer times out, the call is held and the extend time is reset. When the extend timer times out, the delay timer must expire before another vehicle call can be received.

Ensure that Detection Systems provide advanced and presence detection. Verify that the system can, at a minimum, emulate the output of a pair of 6 ft. by 6 ft. in-pavement loops spaced 16 ft. apart.

Provide the capability to create detection zones of varying size and shape to allow the best coverage of the viewable roadway lanes and ramps. Provide the capability to save the detection zone format on the processor module card once drawn for a particular sensor image.

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Ensure the system allows the user to edit previously defined detector configurations. Ensure the system user can use a laptop to reprogram, calibrate, adjust or alter any previously defined detector configurations in the field and reprogram any detector configurations over the network or from a remote location.

Ensure detection zones can be overlapped. Ensure the system can detect vehicles in multiple travel lanes.

Detect either approaching or receding vehicles in multiple lanes within the field of view (FOV) of each non-intrusive sensor. Provide the capability of detecting vehicles in at least 24 detection zones per non-intrusive sensor with the detection system. Allow the detection zones to be combined to form one output.

When a vehicle is within a detection zone, provide for a change in color or intensity of the detection zone perimeter or other appropriate display changes on the monitor or Department furnished laptop computer screen.

Verify that any traffic data collected by the system and the system configuration is stored within internal non-volatile memory within the non-intrusive detection system processor. Perform software updates through an Ethernet, serial, or USB port. Verify that data can be retrieved from the system either locally or via requests from computers at the central Transportation Management Center (TMC) over the communications network.

Ensure the detection system includes computer software, which enables the user to program, calibrate, operate, and view current status of all system features using a laptop computer, or network-connected workstation at the central TMC. Ensure individual vehicle actuations can be viewed while observing the systems input data.

Ensure the non-intrusive detection system configuration data can be uploaded and saved to a laptop or TMC workstation computer for later re-loading to the non-intrusive detection processor if necessary.

Verify that the detection system is IP-addressable and that all communication addresses are user programmable. Ensure the setup program assigns an IP address to the detection processor.

Ensure the detection system processor front panel includes a visual display of the status of each input. Indicators shall display, at a minimum, the status of the detection system processor communications, the status of the detection system processor, the status of communications, and whether each sensor is actively detecting. The processor shall allow a remote user to gain remote access, collect data, control, and configure the system.

3. Accuracy Requirements for Non-intrusive Detection Systems

Provide a non-intrusive detection system that meets the below minimum accuracy requirements:

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Parameter	Condition	Accuracy (System)	False Detection	Missed Detection
Presence Detection	Daytime	95% - 110%	10%	5%
Presence Detection	Nighttime	95% - 115%	15%	5%
Presence Detection	Adverse Weather	95% - 115%	15%	5%

Parameter	Condition	Accuracy (System)	False Detection	Missed Detection
Advanced Detection	Daytime	95% - 110%	10%	5%
Advanced Detection	Nighttime	95% - 115%	15%	5%
Advanced Detection	Adverse Weather	95% - 115%	15%	5%

Table 1a: Outlines the requirements for the average system accuracy.

Non-intrusive detection system averages shall consistently satisfy the system-level performance criteria defined in Table 1a with minimal variance from these parameters during the selected testing period(s). It is recognized that individual detector units may operate under variable field conditions that constrain strict adherence to these parameters. A tolerance band of ±20% in place of the specified values is therefore allowable for individual detectors as shown in Table 1b. Individual detectors shall consistently meet these parameters.

Parameter	Condition	Accuracy (Detector)	False Detection	Missed Detection
Presence Detection	Daytime	80% - 120%	20%	20%
Presence Detection	Nighttime	80% - 120%	20%	20%
Presence Detection	Adverse Weather	80% - 120%	20%	20%

Parameter	Condition	Accuracy (Detector)	False Detection	Missed Detection
Advanced Detection	Daytime	80% - 120%	20%	20%
Advanced Detection	Nighttime	80% - 120%	20%	20%
Advanced Detection	Adverse Weather	80% - 120%	20%	20%

Table 1b: Outlines the requirements for the accuracy of the individual detectors.

4. Testing

Develop and submit plans for post installation testing to the Engineer for consideration and approval. Ensure the plans test all functional requirements and the accuracy requirements stipulated in the specifications. Further guidance and testing resources may be obtained by contacting the Product Qualification Engineer in the TSMO unit.

4.1 Post Installation Test Requirements

Utilize the following test procedures after the non-intrusive detection system has been installed in its entirety. Commence no post-installation testing until all non-intrusive detection systems in the project have been configured

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and/or calibrated to gather speed, volume, occupancy and/or presence detection. Including the accuracy testing requirements, at a minimum, provide the following on the test plan to be submitted and approved by the Engineer:

- Inspect all vehicle detection system field components to ensure proper installation and cable termination.
- Verify that field construction has been completed.
- Inspect the quality and tightness of ground and surge protector connections.
- Check power supply voltage and outputs and ensure device connections are as specified in the Plans and specifications.
- Verify that the installation of cables and connections between all detectors and field cabinets are as specified in the Plans and specifications.
- Demonstrate that each non-intrusive Detection System is fully operational and collecting the required data types at the specified interval.

4.3. CONSTRUCTION METHODS

A. Construction

1. Non-intrusive Detection System Installation Requirements

1.1 General Installation Requirements

Arrange and conduct site surveys with Department personnel, and the system manufacturer's representative as necessary, to determine proper detector sensor unit selection and placement. Provide the Department at least 3 working days' notice before conducting site surveys. The non-intrusive detection system's manufacturer shall provide support both remotely and on-site for all phases of the installation.

Before beginning work at locations requiring non-intrusive detection systems, furnish system software. Upon activation of detection zones, provide detector configuration files. Ensure that up-to-date detection configuration files are furnished for various detection zone configurations that may be required for construction phasing.

Place into operation non-intrusive detection systems. Configure non-intrusive detection systems to achieve required detection in designated zones. If requested, have a certified manufacturer's representative on site to supervise and assist with installation, set up, and testing of the system.

Install all non-intrusive detection sensors, non-intrusive detection system processors, output expansion modules, and associated enclosures and equipment per manufacturer recommendations. Make all necessary adjustments and modifications to the detection system prior to obtaining recommendation for system acceptance testing.

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Installation, surge protection, and all cabling shall comply with manufacturer's recommendations, at a minimum, or as specified in the plans. All equipment, cables, and hardware must be part of an engineered system that is designed by the manufacturer to fully interoperate with all other system components and be fully protected from all surge potential. Connectors installed outside the cabinets and enclosures shall be manufacturer terminated and be corrosion resistant, weatherproof, and watertight. Use a UL listed cable that is ozone and UV resistant and weather resistant. Label cables with permanent cable labels at each end.

Relocate detector sensor units and reconfigure detection zones as necessary according to the plans for construction phases.

Furnish an as-built cabinet wiring diagram, identified by location, for each non-intrusive detection system cabinet. Include all wiring, cabling, connections, and detector mounting height. Furnish an operation manual with programming instructions and a maintenance manual. Place all documentation in a weatherproof holder in the cabinet. Provide an additional copy of the documentation to the Engineer.

1.2 Detector Sensor Installation

Adjust the detector sensor as recommended by the manufacturer, and as required to minimize vehicle occlusion. For Video detection systems, aim the camera so that no part of the horizon is in the video image to protect it from the effects of the sun.

1.3 Cabinet Equipment

Install all non-intrusive detection system equipment into a cabinet with the following equipment:

Wiring, Conductors and Terminal Blocks: Use stranded copper for all conductors, including those in jacketed cables, except for earth ground conductors, which may be solid copper. Neatly arrange all wiring, firmly lace or bundle it, and mechanically secure the wiring without the use of adhesive fasteners. Route and secure all wiring and cabling to avoid sharp edges and to avoid conflicts with other equipment or cabling. Route detector control wiring, and 120 VAC power wiring separately. Terminate all wiring on a terminal block, strip, busbar, or device clamp or lug; do not splice any wiring.

Label cables for detection system sensors. Number all terminal blocks, terminal strips, circuit breakers, and busbar breakers and have each item and each terminal position numbered and named according to function. Labels shall be weather and wear resistant.

Protect all copper wiring and cabling entering the cabinet housing by surge protection devices. Terminate all wiring between cabinet devices and the transient surge protection devices, except for the signal feed, on terminal strips. Use a minimum #16 AWG grounding wire for each surge protection device, or larger if recommended by the surge protection device manufacturer. Do not "daisy chain" with the grounding wires of other devices including other surge suppressors. Install grounding wires with the absolute minimum length possible between the surge

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protection device and the ground busbar. Label all surge protection devices on the mounting panel.

Furnish and install a surge suppressor for each signal line. The surge protection device shall have a surge current rating of 10 kA. For each cabinet housing, include surge protection devices for the detection system power lines installed on the terminal block.

All surge protection shall be furnished and installed by the Contractor to protect not only the cabinet processor, but the detector sensor itself from ground rise potential (i.e., surge up to the detector sensor).

B. Quality Acceptance/Testing

The acceptance testing of the vehicle detection systems shall consist of two phases: 1) post installation detection system testing, as outlined in these specifications and 2) burn-in period. Perform acceptance testing for all equipment, hardware, and work as provided under these specifications. Perform all testing in the presence of the Engineer. Submit all testing plans and documents to the Engineer during the submittal phase of the vehicle detection equipment.

1. Burn-in Period

1.1 General Requirements

Provide a 30-day burn-in period for all work and equipment included in the Contract and associated with the vehicle detection system. The burn-in period shall consist of the field operation of the specific vehicle detection system in a manner that is in full accordance with the requirements of the Plans and Specifications.

Conduct only one (1) burn-in period on the entire Contract for all vehicle detection devices. Burn-in tests of individual vehicle detection devices or groups of vehicle detection devices will not be acceptable. Commence with the burn-in period only after meeting all of the following requirements:

All work required in all Contract documents for the vehicle detection system project-wide has been completed and inspected by the Engineer.

Successfully complete the post-installation vehicle detection system testing.

Commence with the burn-in period upon written authorization by the Department to commence. Terminate the burn-in period 30 consecutive days thereafter unless an equipment malfunction occurs. Stop the burn-in period for the length of time any equipment is defective. After repairing the equipment so that it functions properly, resume the burn-in period at the point it was stopped.

Successful completion and acceptance of the burn-in period will be granted on the 31st day unless any equipment has malfunctioned. If any equipment has failed during the burn-in period, final acceptance will be withheld until all the equipment is functioning properly.

When one specific piece of equipment has malfunctioned more than three times during the 30-day burn-in period, replace that unit with a new unit at no cost to the Department. Multiple failures of detection devices in different locations shall be determined as a failure of the 30-day burn-in period. The Contractor shall investigate

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the detection system failure and shall give a full report to the Engineer. The Contractor shall replace the failed devices and shall restart the burn-in period at Day 1, once those devices have been replaced and retested.

1.2 Contractor Responsibilities

During the burn-in period, maintain all work under this Contract in accordance with the Plans and Specifications. Restore any work or equipment to proper operating condition within 8 hours after notification.

1.3 Department Responsibilities

Department responsibilities during the burn-in period will be as follows:

- Expeditious notification of Contractor upon failure or malfunction of equipment.

1.4 Burn-in Period Acceptance

The Department will make burn-in period acceptance after satisfactory completion of the required burn-in period and based on a comprehensive field inspection of the complete vehicle detection system in accordance with the Specifications. Upon burn-in period acceptance but prior to Final Acceptance of the entire Contract, the Contractor is responsible for all maintenance of the vehicle detection system(s) installed or renovated in accordance with the specifications.

C. Contractor Warranty and Maintenance

Equipment provided under this specification shall be warranted by the manufacturer to be free from defects in materials and workmanship for a minimum of three (3) years from burn-in period acceptance.

The manufacturer and supplier's warranties shall be transferable to the agency or user that is responsible for maintenance and shall be continuous throughout their duration.

During the warranty period, the manufacturer shall repair or replace any faulty equipment without cost to the purchaser, NCDOT, or the maintaining agency for all incidentals to the repair or replacement, including but not limited to parts, labor, or shipping.

The manufacturer shall be responsible for providing firmware or software updates associated with the non-intrusive detection system at no cost to NCDOT or the maintaining agency during the warranty period. Further, the manufacturer is also responsible for ensuring that any updates will not degrade the original functionality of the product warranted.

The manufacturer and/or supplier shall provide consultation to the Department or user that is responsible for maintenance as needed at no cost during the warranty period for operating questions or problems that arise.

4.4. MEASUREMENT AND PAYMENT

Actual number of site surveys, arranged, conducted, and accepted.

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Actual number of Microwave Vehicle Detectors – Multiple Zone furnished, installed, and accepted.

No measurement will be made of environmental enclosures, mounting assemblies and hardware, cables, connectors, interfaces, supplies, or other items necessary for proper operation of the non-intrusive detection system as these items will be considered incidental to furnishing and installing non-intrusive sensor assemblies.

Actual number of non-intrusive detection system processor units furnished, installed, and accepted.

No measurement will be made of power supplies, power and communication wiring, necessary housing and rack assemblies, or configuration software as these items will be considered incidental to furnishing and installing non-intrusive detection system processors.

No measurement will be made of non-intrusive detection system support, adjustments or repositioning, power and detector cables, and trenching as these items will be considered incidental to furnishing and installing non-intrusive detection systems.

Payment will be made under:

Site Survey ..... Each

Microwave Vehicle Detector – Multiple Zone ..... Each

Non-intrusive Detection System Processor ..... Each

5. METAL POLE SUPPORTS

5.1. METAL POLES

A. General:

Furnish and install metal poles, grounding systems, and all necessary hardware. Work covered under this special provision includes requirements for design, fabrication, and installation of standard and custom/site-specific designed metal pole supports and associated foundations.

Comply with applicable sections of the *2024 STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES*, hereinafter referred to as the *Standard Specifications*. Provide designs of completed assemblies with hardware equaling or exceeding AASHTO *LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals* 1st Edition, 2015 (hereinafter called 1st Edition AASHTO), including the latest interim specifications. Provide assemblies with a round or near-round (18 sides or more) cross-section, or a multi-sided cross section with no less than six sides. The sides may be straight, convex, or concave.

For bid purposes, pole heights shown on plans are estimated from available data. Prior to furnishing metal poles, use field measurements and adjusted cross-sections to determine whether pole heights will meet required clearances. If pole heights do not meet required clearances, the Contractor should immediately notify the Engineer of the required revised pole heights.

Standard Drawings for Metal Poles are available that supplement these project special provisions. The drawings are located on the Department's website:

https://connect.ncdot.gov/resources/safety/Pages/TSMO-Design-Resources.aspx

Comply with article 1098-1(B) of the *Standard Specifications* for submittal requirements. Furnish shop drawings for approval. Provide copies of detailed shop drawings for each type of structure as summarized below. Ensure shop drawings include material specifications for each component. Ensure shop drawings identify welds by type and size on the detail drawing only, not in

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table format. **Do not release structures for fabrication until shop drawings have been approved by NCDOT**. Ensure shop drawings contain an itemized bill of materials for all structural components and associated connecting hardware.

Comply with article 1098-1(A) of the *Standard Specifications* for Qualified Products List (QPL) submittals. All shop drawings must include project location description, signal or asset inventory number(s) and project number or work order number.

Summary of information required for metal pole review submittal:

Item	Electronic Submittal	Comments / Special Instructions
Sealed, Approved Signal or ITS Plan/Loading Diagram	1 set	All structure design information needs to reflect the latest approved Signal or ITS plans
Custom Pole Shop Drawings	1 set	Submit drawings on 11" x 17" format media. Show NCDOT signal or asset inventory number(s), Contractor's name and relevant revision number in the title block. All drawings must have a unique drawing number for each project.
Standard Strain Pole Shop Drawings (from the QPL)	1 set	Submit drawings on 11" x 17" format media. Show NCDOT signal inventory number(s), Contractor's name and relevant revision number in the title block. All drawings must have a unique drawing number for each project.
Structure Calculations	1 set	Not required for Standard QPL Poles
Standard Strain Pole Foundation Drawings	1 set	Submit drawings on 11" x 17" format media. Submit a completed Standard Foundation Selection form for each pole using foundation table on Metal Pole Drawing M8.
Custom Foundation Drawings	1 set	Submit drawings on 11" x 17" format media. Show NCDOT signal or asset inventory number(s), Contractor's name and relevant revision number in the title block. All drawings must have a unique drawing number for each project. If QPL Poles are used, include the corresponding QPL pole shop drawings with this submittal.
Foundation Calculations	1 set	**Submit copies of LPILE input, output, and pile tip deflection graph per Section titled Drilled Pier Foundations for Metal Poles of this specification for each foundation.** Not required for Standard Strain Poles (from the QPL)
Soil Boring Logs and Report	1 set	Report shall include a location plan and a soil classification report including soil capacity, water level, hammer efficiency, soil bearing pressure, soil density, etc. for each pole.

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NOTE – All shop drawings and custom foundation design drawings must be sealed by a Professional Engineer licensed in the state of North Carolina. All geotechnical information must be sealed by either a Professional Engineer or Geologist licensed in the state of North Carolina. Include a title block and revision block on the shop drawings and foundation drawings showing the NCDOT signal or asset inventory number(s).

Shop drawings and foundation drawings may be submitted together or separately for approval. However, shop drawings must be approved before foundations can be reviewed. Foundation designs will be returned without review if the associated shop drawing has not been approved. Boring reports shall include the following: Engineer's summary, boring location maps, soil classification per AASHTO Classification System, hammer efficiency, and Metal Pole Standard Foundation Selection Form. Incomplete submittals will be returned without review. The Reviewer has the right to request additional analysis and copies of the calculations to expedite the approval process.

B. Materials:

Fabricate metal pole from coil or plate steel that meet the requirements of ASTM A 572 Gr 55 or ASTM A 595 Grade A tubes. For structural steel shapes, plates, and bars use, as a minimum, ASTM A572 Gr 50, AASHTO M270 Gr 50, ASTM A709 Gr 50, or an approved equivalent. Provide pole shafts of round or near round (18 sides or more) cross-section, or multi-sided tubular cross-section with no less than six sides, having a uniform linear taper of 0.14 in/ft. Construct shafts from one piece of single-ply plate or coil. For anchor base fabrication, conform to the applicable bolt pattern and orientation as shown on Metal Pole Standard Drawing Sheet M2.

Use the submerged arc process, or other NCDOT previously approved process suitable for shafts, to continuously weld pole shafts along their entire length. Finish the longitudinal seam weld flush with the outside contour of the base metal. Ensure shaft has no circumferential welds except at the lower end joining the shaft to the pole base. Use full penetration groove welds with backing ring for all tube-to-transverse-plate connections in accordance with 1st Edition AASHTO. Provide welding that conforms to Article 1072-18 of the *Standard Specifications.* No field welding on any part of the pole will be permitted unless approved by a qualified Engineer.

After fabrication, hot-dip galvanize steel poles and all assembly components in accordance with section 1076-3 of the *Standard Specifications*. Design structural assemblies with weep holes large enough and properly located to drain molten zinc during the galvanization process. Galvanize hardware in accordance with section 1076-4 of the *Standard Specifications*. Ensure threaded material is brushed and retapped as necessary after galvanizing. Perform repair of damaged galvanizing in accordance with section 1076-7 of the Standard *Specifications. Ensure* all hardware is galvanized steel or stainless steel. The Contractor is responsible for ensuring the Designer/Fabricator specifies connecting hardware and/or materials that prevent a dissimilar metal corrosive reaction.

Ensure each anchor rod is 2-inch minimum diameter and 60-inch length. Provide 10-inch minimum thread projection at the top of the rod, and 8-inch minimum at the bottom of the rod. Use anchor rod assembly and drilled pier foundation materials complying with SP09_R005, hereinafter referred to as *Foundations and Anchor Rod Assemblies for Metal Poles*.

Ensure anchor bolt hole diameters are ¼-inch larger than the anchor bolt diameters in the base plate.

Provide a circular anchor bolt lock plate securing the anchor bolts at the embedded end with two (2) washers and two (2) nuts. Provide a base plate template matching the bolt circle diameter of the

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anchor bolt lock plate. Construct plates and templates from ¼-inch minimum thick steel with a minimum width of 4 inches. Hot-dip galvanizing is not required for both plates.

Provide four (4) heavy hex nuts and four (4) flat washers for each anchor bolt. For nuts, use AASHTO M291 grade 2H, DH, or DH3 or equivalent material. For flat washers, use AASHTO M293 or equivalent material. Ensure anchor bolts have required diameters, lengths, and positions, and will develop strengths comparable to their respective poles.

For each pole, provide a grounding lug with a ½-inch minimum thread diameter, coarse thread stud and nut that will accommodate #4 AWG ground wire. Ensure the lug is electrically bonded to the pole and is conveniently located inside the pole at the hand hole.

Provide a removable pole cap with stainless steel attachment screws for the top of each pole. Ensure cap is cast aluminum conforming to Aluminum Association Alloy 356.0F. Furnish cap attached to the pole with a sturdy stainless-steel chain that is long enough to permit cap to hang clear of the pole-top opening when cap is removed.

Where required by the plans, furnish couplings 42 inches above bottom of the pole base for mounting of pedestrian pushbuttons. Provide mounting points consisting of 1½-inch internally threaded half-couplings complying with the NEC, mounted within the poles. Ensure that couplings are essentially flush with the outside surfaces of the poles and are installed before any required hot-dip galvanizing. Provide a threaded plug in each mounting point. Ensure the surface of the plug is essentially flush with the outer end of the mounting point when installed and has a recessed slot that will accommodate a ½ “drive standard socket wrench.

Metal poles may be erected and fully loaded after concrete has attained a minimum allowable compressive strength of 3,000 psi.

Connect poles to grounding electrodes and bond them to the electrical service grounding electrodes.

When field drilling is necessary for wire or cable entrances into the pole, comply with the following requirements:

- Do not drill holes within 2 inches of any welds.
- Do not drill any holes larger than 3 inches in diameter without checking with the ITS & Signals Structure Engineers.
- Avoid drilling multiple holes along the same cross section of tube shafts.
- Install rubber grommets in all field drilled holes that wire, or cable will directly enter unless holes are drilled for installation of weather heads or couplings.
- Treat the inside of the drilled holes and repair all galvanized surfaces in accordance with Section 1076-7 of the latest edition of the *Standard Specification prior to installing grommets, caps, or plugs.*
- Cap or plug any existing field drilled holes that are no longer used with rubber, aluminum, or stainless-steel hole plugs.

When street lighting is installed on metal signal structures, isolate the conductors feeding the luminaires inside the pole shaft using liquid tight flexible metal conduit (Type LFMC), liquid tight flexible nonmetallic conduit (Type LFNC), high density polyethylene conduit (Type HDPE), or approved equivalent. All conductors supplying power for luminaires must run through an external disconnect prior to entrance into the structure. In accordance with the National Electrical Code (NEC) Article 230.2(E), provide identification of the electrical source provider for the luminaire feeder circuit with contact information on a permanent label located in the pole hand hole near the feeder circuit raceway.

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Install a ¼-inch thick plate for a concrete foundation tag to include the following information: concrete grade, depth, diameter, and reinforcement sizes of the installed foundation. Install galvanized wire mesh to cover gap between the base plate and top of foundation for debris and pest control. Refer to standard drawing M7 for further details.

Immediately notify the Engineer of any structural deficiency that becomes apparent in any assembly, or member of any assembly, because of the design requirements imposed by these specifications, the plans, or the typical drawings.

C. Design:

Unless otherwise specified, design all metal pole support structures using the following 1st Edition AASHTO specifications:

- Use 700-Year MRI and 10-Year MRI wind pressure maps developed from 3-second gust speeds, as provided in Section 3.8.
- Ensure metal pole support structures include natural wind gust loading and truck-induced gust loading for fatigue design, as provided in Sections 11.7.1.2 and 11.7.1.3, respectively. Designs need not consider periodic galloping forces.
- Assume 11.2 mph natural wind gust speed in North Carolina. For natural wind fatigue stress calculations, utilize a drag coefficient (C_d) based on the yearly mean wind velocity of 11.2 mph.
- When selecting Fatigue Importance Factors, utilize Fatigue Importance Category II, as provided for in Table 11.6-1, unless otherwise specified.
- Calculate all forces using applicable equations from Section 5. The Maximum allowable force ratio for all metal pole support designs is 0.9.
- Conform to Sections 10.4.2 and 11.8 for deflection requirements. For CCTV and MVD support structures, ensure maximum deflection at top of pole does not exceed 2.0 percent of pole height.
- Assume the combined minimum weight of a messenger cable bundle (including messenger cable, signal cable and detector lead-in cables) is 1.3 lbs/ft. Assume the combined minimum diameter of the cable bundle is 1.3 inches.

- All CCTV and MVD poles shall meet the compact section limits per section 5.7.2 along with Table 5.7.2-1. Minimum thickness of CCTV and MVD pole shafts shall be ¼-inch.
- All CCTV and MVD poles shall use full-penetration groove weld tube-to-transverse plate connection with backing ring. Refer to Metal Pole Standard Drawing Sheet M9 for details. Fillet-welded tube-to-transverse-plate connections are not permitted.

Unless otherwise specified by special loading criteria, the following computed surface area for ice load on signal heads shall be used:

- 3-section, 12-inch, Surface area: 26.0 ft^2
- 4-section, 12-inch, Surface area: 32.0 ft^2
- 5-section, 12-inch, Surface area: 42.0 ft^2

Design a base plate for each pole. The minimum base plate thickness for all poles is determined by the following criteria:

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Case 1 Circular or rectangular solid base plate with the upright pole welded to the top surface of base plate with full penetration butt weld, where no stiffeners are provided. A base plate with a small center hole, which is less than 1/3 of the upright diameter, and located concentrically with the upright pole, may be considered as a solid base plate.

The magnitude of bending moment in the base plate, induced by the anchoring force of each anchor bolt is $M = (P \times D_1) / 2$, where

M = bending moment at the critical section of the base plate induced by one (1) anchor bolt

P = anchoring force of each anchor bolt

D_1 = horizontal distance between the anchor bolt center and the outer face of the upright, or the difference between the bolt circle radius and the outside radius of the upright

Locate the critical section at the face of the anchor bolt and perpendicular to the bolt circle radius. The overlapped part of two (2) adjacent critical sections is considered ineffective.

Case 2 Circular or rectangular base plate with the upright pole socketed into and attached to the base plate with two (2) lines of fillet weld, and where no stiffeners are provided, or any base plate with a center hole that is larger in diameter than 1/3 of the upright diameter.

The magnitude of bending moment induced by the anchoring force of each anchor bolt is $M = P \times D_2$,

where P = anchoring force of each anchor bolt

D_2 = horizontal distance between the face of the upright and the face of the anchor bolt nut

Locate the critical section at the face of the anchor bolt top nut and perpendicular to the radius of the bolt circle. The overlapped part of two (2) adjacent critical sections is considered ineffective.

If the base plate thickness calculated for Case 2 is less than Case 1, use the thickness calculated for Case 1.

The following additional requirements apply concerning pole base plates.

- Ensure that whichever case governs as defined above, the anchor bolt diameter is set to match the base plate thickness. If the minimum diameter required for the anchor bolt exceeds the thickness required for the base plate, set the base plate thickness equal to the required bolt diameter.
- For all metal poles, use a full penetration groove weld with a backing ring to connect the pole upright component to the base. Refer to Metal Pole Standard Drawing Sheet M3 or M4.

The Professional Engineer is wholly responsible for the design of all poles. Review and acceptance of these designs by the Department does not relieve the said Professional Engineer of his or her responsibility.

D. Strain Poles:

Refer to Metal Pole Standard Drawing Sheets M2 and M3 for fabrication details.

Provide two (2) messenger cable (span wire) clamps and associated hardware for attachment of messenger cable. Ensure diameter of the clamp is appropriate to its location on the pole and is appropriately designed for adjustment from 1'-6" below the top, down to 6'-6" below the top of the pole. Do not attach more than one (1) support cable to a messenger cable clamp.

Provide a minimum of three (3) 2-inch holes equipped with an associated coupling and weatherhead on the messenger cable load side of the pole to accommodate passage of signal cables

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from inside the pole. Provide galvanized threaded plugs for all unused couplings at pole entrance points. Refer to Metal Pole Standard Drawing Sheet M3 for fabrication details.

Provide designs with a 6" x 12" hand hole with reinforcing frame for each pole.

Provide a terminal compartment with cover and screws in each pole encompassing the hand hole and containing a 12-terminal barrier type terminal block. Provide two (2) terminal screws with a removable shorting bar between them for each termination. Furnish terminal compartment covers attached to the pole by a sturdy chain or cable approved by the Engineer. Ensure chain or cable is long enough to permit cover to hang clear of the compartment opening when cover is removed and is strong enough to prevent vandalism. Ensure chain or cable will not interfere with service to cables in the pole base.

Have poles permanently stamped above the hand holes with the identification tag details as shown on Metal Pole Standard Drawing Sheets M2 and M3.

Provide grounding lug(s) in the approximate vicinity of the messenger cable clamp for bonding and grounding messenger cable. Lugs must accept #4 AWG wire to bond messenger cables to the pole in order to provide an effective ground fault circuit path. Refer to Metal Pole Standard Drawing Sheet M6 for construction details.

Install metal poles, hardware, and fittings as shown on the manufacturer's installation drawings. Ensure the installed pole, when fully loaded, is within 1 degree 40 minutes (1°40') of vertical. Install poles with the manufacturer's recommended "rake." Where required, use threaded leveling nuts to establish rake.

5.2. DRILLED PIER FOUNDATIONS FOR METAL POLES

Analysis procedures and formulas shall be based on AASHTO 1st Edition, latest ACI-318 code and the *Drilled Shafts: Construction Procedures and Design Methods* FHWA-NHI-10-016 manual. Design methods based on engineering publications or research papers must have prior approval from NCDOT. The Department reserves the right to accept or reject any method used for the analysis.

Ensure deflection at top of foundation does not exceed 1 inch for worst-case (Service Limit State) lateral load.

Use LPILE Plus V6.0 or later for lateral analysis. Submit inputs, results and corresponding graphs with the design calculations.

Calculate skin friction using the α-method for cohesive soils and the β-method for cohesion-less soils (**Broms method will not be accepted**). Detailed descriptions of the "α" and "β" methods can be found in *FHWA-NHI-10-016*.

Omit first 2.5 feet for cohesive soils when calculating skin friction.

Assume a hammer efficiency of 0.70 unless value is provided.

All CCTV and MVD pole drilled shafts shall be a minimum of 4'-0" diameter. Refer to Standard Drawing Nos. M7 and M8.

Design custom foundations to carry maximum capacity of each metal pole. For standard case strain poles with custom design, use actual shear, axial and moment reactions from the Standard Strain Pole Foundation Selection Table shown on Standard Drawing No. M8.

When poor soil conditions are encountered, which could create an excessively large foundation design, consideration may be given to allow an exemption to the maximum capacity design. The Contractor must gain approval from the Engineer before reducing a foundation's capacity. On projects where poor soil is known to be present, the Contractor should have foundation designs approved before releasing poles for fabrication.

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Have the Contractor notify the Engineer if the proposed foundation is to be installed on a slope other than 8H: 1V or flatter.

A. Description:

Furnish and install foundations for NCDOT metal poles with all necessary hardware in accordance with the plans and specifications.

Metal Pole Standards have been developed and implemented by NCDOT for use at signalized intersections in North Carolina. If the plans call for a standard strain pole, then a standard foundation may be selected from the plans. However, the Contractor is not required to use a standard foundation. If the Contractor chooses to design a non-standard site-specific foundation for a standard strain pole or if the plans call for a non-standard site-specific pole, design the foundation to conform to the applicable provisions in the NCDOT Metal Pole Standard Drawings and Section B4 (Non-Standard Foundation Design) below. If non-standard site-specific foundations are designed for standard QPL approved strain poles, the foundation designer must use the design moment specified by load case on Metal Pole Standard Drawing Sheet M8. Failure to conform to this requirement will be grounds for rejection of the design.

If the Contractor chooses to design a non-standard foundation for a standard strain pole and the soil test results indicate a standard foundation is feasible for the site, the Contractor will be paid the cost of the standard foundation. Any additional cost associated with a non-standard site-specific foundation including additional materials, labor and equipment will be considered incidental to the cost of the standard foundation. All costs for the non-standard foundation design will be considered incidental to the cost of the standard foundation.

B. Soil Test and Foundation Determination:

1. General:

Drilled piers are reinforced concrete sections, cast-in-place against in situ, undisturbed material. Drilled piers are of straight shaft type and vertical.

2. Soil Test:

Perform a soil test at each proposed metal pole location. Complete all required fill placement and excavation at each pole location to finished grade before drilling each boring. Soil tests performed that are not in compliance with this requirement may be rejected and will not be paid. Drill one boring to a depth of 26 feet within a 25-foot radius of each proposed foundation.

Perform standard penetration tests (SPT) in accordance with ASTM D 1586 at depths of 1, 2.5, 5, 7.5, 10, 15, 20 and 26 feet. Discontinue the boring if one of the following occurs:

- A total of 100 blows have been applied in any two consecutive 6-inch intervals.
- A total of 50 blows have been applied with < 3-inch penetration.

Describe each pole location along the project corridor in a manner that is easily discernible to both the Contractor's Designer and NCDOT Reviewers. If the pole is at an intersection, label the boring the "Intersection of (*Route or SR #*), *(Street Name)* and (*Route or SR #*), *(Street Name)*, _____ County, Signal or Asset Inventory No. _____". Label borings with "B- *N, S, E, W, NE, NW, SE or SW*" corresponding to the quadrant location within the intersection.

If the pole location is located between intersections, provide a coordinate location and offset, or milepost number and offset. Pole numbers should be made available to the Drill Contractor. Include pole numbers in the boring label if they are available. If they are not available, ensure the boring labels can be cross-referenced to corresponding pole numbers. For each boring, submit a legible (hand-written or typed) boring log signed and sealed by a licensed Geologist or Professional

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Engineer registered in North Carolina. Include on each boring the SPT blow counts and N-values at each depth, depth of the boring, hammer efficiency, depth of water table and a general description of the soil types encountered using the AASHTO Classification System.

Borings that cannot be easily correlated to their specific pole location will be returned to the Contractor for clarification; or if approved by the Engineer, the foundation may be designed using the worst-case soil condition obtained as part of this project.

3. Standard Foundation Determination:

Use the following method for determining the Design N-value:

$$N_{AVG} = \frac{N_{@1'} + N_{@2.5'} + \cdots + N_{@Deepest\ Boring\ Depth}}{Total\ Number\ of\ N\ values}$$

$$Y = (N_{@1'})^2 + (N_{@2.5'})^2 + \cdots + (N_{@Deepest\ Boring\ Depth})^2$$

$$Z = N_{@1'} + N_{@2.5'} + \cdots + N_{@Deeepest\ Boring\ Depth}$$

$$N_{STD\ DEV} = \sqrt{\left(\frac{(Total\ Number\ of\ N\ values\ \times Y) - Z^2}{(Total\ Number\ of\ N\ values) \times (Total\ Number\ of\ N\ values - 1)}\right)}$$

Design N-value equals lesser of the following two conditions:

$$N_{AVG} - (N_{STD\ DEV} \times 0.45)$$

OR

$$Average\ of\ First\ Four\ (4) N\ values = \frac{N_{@1'} + N_{@2.5'} + N_{@5'} + N_{@7.5'}}{4}$$

Note: If less than four (4) N-values are obtained because of criteria listed in Section 2 above, use average of N-values collected for second condition. Do not include the N-value at the deepest boring depth for above calculations if the boring is discontinued at or before the required boring depth because of criteria listed in Section 2 above. Use N-value of zero (0) for weight of hammer or weight of rod. If N-value is greater than fifty (50), reduce N-value to fifty (50) for calculations.

If standard NCDOT strain poles are shown on the plans and the Contractor chooses to use standard foundations, determine a drilled pier length, "L," for each signal pole from the Standard Strain Pole Foundations Chart (sheet M8) based on the Design N-value and the predominant soil type. For each standard pole location, submit a completed "Metal Pole Standard Foundation Selection Form" signed by the Contractor's representative. Signature on form is for verification purposes only. Include the Design N-value calculation and resulting drilled pier length, "L," on each form.

If non-standard site-specific poles are shown on the plans, submit completed boring logs collected in accordance with Section 2 (Soil Test) along with pole loading diagrams from the plans to the Contractor-selected pole Fabricator to assist in the pole and foundation design.

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If one of the following occurs, the Standard Foundations Chart shown on the plans may not be used and a non-standard foundation may be required. In such case, contact the Engineer.

- The Design N-value is less than four (4).
- The drilled pier length, "L", determined from the Standard Foundations Chart, is greater than the depth of the corresponding boring.

In the case where a standard foundation cannot be used, the Department will be responsible for the additional cost of the non-standard foundation.

Foundation designs are based on level ground around the traffic signal pole. If the slope around the edge of the drilled pier is steeper than 8:1 (H:V) or the proposed foundation will be less than 10 feet from the top of an embankment slope, the Contractor is responsible for providing slope information to the foundation Designer and to the Engineer so it can be considered in the design.

The "Metal Pole Standard Foundation Selection Form" may be found at:

https://connect.ncdot.gov/resources/safety/Pages/TSMO-Design-Resources.aspx

If assistance is needed, contact the Engineer.

4. Non-Standard Foundation Design:

Design non-standard foundations based upon site-specific soil test information collected in accordance with Section 2 (Soil Test). Design drilled piers for side resistance in accordance with Section 10.8 of the *2014 AASHTO LRFD Bridge Design Specifications, 7th Edition*. Use computer software LPILE version-6.0 or later manufactured by Ensoft, Inc. to analyze drilled piers. Use computer software gINT V8i or later manufactured by Bentley Systems, Inc. with the current NCDOT gINT library and data template to produce SPT boring logs. Provide a drilled pier foundation for each pole with a length and diameter resulting in horizontal lateral movement less than 1 inch at top of the pier, and horizontal rotational movement less than 1 inch at the edge of pier. Contact the Engineer for pole loading diagrams of standard poles used for non-standard foundation designs. Submit non-standard foundation designs including drawings, calculations, and soil boring logs to the Engineer for review and approval before construction.

C. Drilled Pier Construction:

Construct drilled pier foundation and Install anchor rod assemblies in accordance with the *Foundations and Anchor Rod Assemblies for Metal Poles* Standard Special Provision SP09-R005 located at:

https://connect.ncdot.gov/resources/Specifications/Pages/2024-Specifications-and-Special-Provisions.aspx

5.3. POLE NUMBERING SYSTEM

A. New Poles

Attach an identification tag to each pole shaft section as shown on Metal Pole Standard Sheet M2 "Typical Fabrication Details for All Metal Poles."

B. Reused Poles

Do not remove the original identification tag(s) from the pole shaft sections. Add a new identification tag based on the new location for any reused poles.

5.4. MEASUREMENT AND PAYMENT

Actual number of metal strain signal poles (without regard to height or load capacity) furnished, installed and accepted.

Actual number of designs for metal strain poles furnished and accepted.

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Actual number of soil tests with SPT borings drilled furnished and accepted.

Actual volume of concrete poured in cubic yards of drilled pier foundation furnished, installed and accepted.

No measurement will be made for foundation designs prepared with metal pole designs, as these will be considered incidental to designing Traffic Signal , CCTV or MVD support structures.

Payment will be made under:

Metal Strain Signal Pole .....Each

Metal Strain Pole Design .....Each

Soil Test .....Each

Drilled Pier Foundation.....Cubic Yard

6. ETHERNET EDGE SWITCH

Furnish and install a managed Ethernet edge switch as specified below that is fully compatible, interoperable, and completely interchangeable and functional within the existing City, Division, or Statewide traffic signal system communications network.

6.1. DESCRIPTION

A. Ethernet Edge Switch:

Furnish and install a hardened, field Ethernet edge switch (hereafter “edge switch”) for the traffic signal controller or ITS device as specified below. Ensure that the edge switch provides wire-speed, fast Ethernet connectivity at transmission rates of 1000 megabits per second from each remote traffic signal controller or ITS device location to the routing switches.

Contact the City or NCDIT to arrange for the programming of the new Field Ethernet Switches with the necessary network configuration data, including but not limited to, the IP Address, Default Gateway, Subnet Mask and VLAN ID information. Provide a minimum ten (10) working days notice to allow the City or NCDIT to program the new devices.

B. Network Management:

Ensure that the edge switch is fully compatible with the existing City, Division, or Statewide Network Management Software.

6.2. MATERIALS

A. General:

Ensure that the edge switch is fully compatible and interoperable with the trunk Ethernet network interface and that the edge switch supports half and full duplex Ethernet communications.

Furnish an edge switch that provide 99.999% error-free operation, and that complies with the Electronic Industries Alliance (EIA) Ethernet data communication requirements using single-mode fiber-optic transmission medium and copper transmission medium. Ensure that the edge switch has a minimum mean time between failures (MTBF) of 10 years, or 87,600 hours, as calculated using the Bellcore/Telcordia SR-332 standard for reliability prediction.

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B. Compatibility Acceptance

The Engineer has the authority to require the Contractor to submit a sample Field Ethernet Switch and SFP along with all supporting documentation, software and testing procedures to allow a compatibility acceptance test be performed prior to approving the proposed Field Ethernet Switch and Field Ethernet Transceiver for deployment**. The Compatibility Acceptance testing will ensure that the proposed device is 100% compatible and interoperable with the existing City, Division, or Statewide Signal System network, monitoring software and Traffic Operations Center network hardware.** Allow fifteen (15) working days for the Compatibility Acceptance Testing to be performed

C. Standards:

Ensure that the edge switch complies with all applicable IEEE networking standards for Ethernet communications, including but not limited to:

- IEEE 802.1D standard for media access control (MAC) bridges used with the Spanning Tree Protocol (STP);
- IEEE 802.1Q standard for port-based virtual local area networks (VLANs);
- IEEE 802.1P standard for Quality of Service (QoS);
- IEEE 802.1w standard for MAC bridges used with the Rapid Spanning Tree Protocol (RSTP);
- IEEE 802.1s standard for MAC bridges used with the Multiple Spanning Tree Protocol;
- IEEE 802.1x standard for port based network access control, including RADIUS;
- IEEE 802.3 standard for local area network (LAN) and metropolitan area network (MAN) access and physical layer specifications;
- IEEE 802.3u supplement standard regarding 100 Base TX/100 Base FX;
- IEEE 802.3x standard regarding flow control with full duplex operation; and
- IFC 2236 regarding IGMP v2 compliance.
- IEEE 802.1AB Link Layer Discovery Protocol (LLDP)
- IEEE 802.3ad Ethernet Link Aggregation
- IEEE 802.3i for 10BASE-T (10 Mbit/s over Fiber-Optic)
- IEEE 802.3ab for 1000BASE-T (1Gbit/s over Ethernet)
- IEEE 802.3z for 1000BASE-X (1 Gbit/s Ethernet over Fiber-Optic)

D. Functional:

Ensure that the edge switch supports all Layer 2 management features and certain Layer 3 features related to multicast data transmission and routing. These features shall include, but not be limited to:

- An STP healing/convergence rate that meets or exceeds specifications published in the IEEE 802.1D standard.
- An RSTP healing/convergence rate that meets or exceeds specifications published in the IEEE 802.1w standard.
- An Ethernet edge switch that is a port-based VLAN and supports VLAN tagging that meets or exceeds specifications as published in the IEEE 802.1Q standard, and has a minimum 4-kilobit VLAN address table (254 simultaneous).
- A forwarding/filtering rate that is a minimum of 14,880 packets per second for 10 megabits per second and 148,800 packets per second for 100 megabits per second.
- A minimum 4-kilobit MAC address table.

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- Support of Traffic Class Expediting and Dynamic Multicast Filtering.
- Support of, at a minimum, snooping of Version 2 & 3 of the Internet Group Management Protocol (IGMP).
- Support of remote and local setup and management via telnet or secure Web-based GUI and command line interfaces.
- Support of the Simple Network Management Protocol version 3 (SNMPv3). Verify that the Ethernet edge switch can be accessed using the resident EIA-232 management port, a telecommunication network, or the Trivial File Transfer Protocol (TFTP).
- Port security through controlling access by the users. Ensure that the Ethernet edge switch has the capability to generate an alarm and shut down ports when an unauthorized user accesses the network.
- Support of remote monitoring (RMON-1 & RMON-2) of the Ethernet agent.
- Support of the TFTP and SNTP. Ensure that the Ethernet edge switch supports port mirroring for troubleshooting purposes when combined with a network analyzer.

E. Physical Features:

Ports: Provide 10/100/1000 Mbps auto-negotiating ports (RJ-45) copper Fast Ethernet ports for all edge switches. Provide auto-negotiation circuitry that will automatically negotiate the highest possible data rate and duplex operation possible with attached devices supporting the IEEE 802.3 Clause 28 auto-negotiation standard.

Optical Ports: Ensure that all fiber-optic link ports operate at 1310 or 1550 nanometers in single mode. Provide Type LC connectors for the optical ports, as specified in the Plans or by the Engineer. Do not use mechanical transfer registered jack (MTRJ) type connectors.

Provide an edge switch having a minimum of two optical 100/1000 Base X ports capable of transmitting data at 100/1000 megabits per second. Ensure that each optical port consists of a pair of fibers; one fiber will transmit (TX) data and one fiber will receive (RX) data. Ensure that the optical ports have an optical power budget of at least 15 dB. Provide small form-factor pluggable modules (SFPs) with a maximum range that meets or exceeds the distance requirement as indicated on the Plans.

Copper Ports: Provide an edge switch that includes a minimum of four copper ports. Provide Type RJ-45 copper ports and that auto-negotiate speed (i.e., 10/100/1000 Base) and duplex (i.e., full or half). Ensure that all 10/100/1000 Base TX ports meet the specifications detailed in this section and are compliant with the IEEE 802.3 standard pinouts. Ensure that all Category 6 unshielded twisted pair/shielded twisted pair network cables are compliant with the EIA/TIA-568-B standard.

*Port Security***:** Ensure that the edge switch supports/complies with the following (remotely) minimum requirements:

- Ability to configure static MAC addresses access;
- Ability to disable automatic address learning per ports; know hereafter as Secure Port. Secure Ports only forward; and
- Trap and alarm upon any unauthorized MAC address and shutdown for programmable duration. Port shutdown requires administrator to manually reset the port before communications are allowed.

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F. Management Capabilities:

Ensure that the edge switch supports all Layer 2 management features and certain Layer 3 features related to multicast data transmission and routing. These features shall include, but not be limited to:

- An STP healing/convergence rate that meets or exceeds specifications published in the IEEE 802.1 D standards;
- An RSTP healing/convergence rate that meets or exceeds specifications published in the IEEE 802.1w standard;
- An Ethernet edge switch that is a port-based VLAN and supports VLAN tagging that meets or exceeds specifications as published in the IEEE 802.1Q standard, and has a minimum 4-kilobit VLAN address table (254 simultaneous);
- A forwarding/filtering rate that is a minimum of 14,880 packets per second for 10 megabits per second, 148,800 packets per second for 100 megabits per second and 1,488,000 packets per second for 1000 megabits per second;
- A minimum 4-kilobit MAC address table;
- Support of Traffic Class Expediting and Dynamic Multicast Filtering.
- Support of, at a minimum, snooping of Version 2 & 3 of the Internet Group Management Protocol (IGMP);
- Support of remote and local setup and management via telnet or secure Web-based GUI and command line interfaces; and
- Support of the Simple Network Management Protocol (SNMP). Verify that the Ethernet edge switch can be accessed using the resident EIA-232 management port, a telecommunication network, or the Trivial File Transfer Protocol (TFTP).

*Network Capabilities***:** Provide an edge switch that supports/complies with the following minimum requirements:

- Provide full implementation of IGMPv2 snooping (RFC 2236);
- Provide full implementation of SNMPv1, SNMPv2c, and/or SNMPv3;
- Provide support for the following RMON–I groups, at a minimum:
  - Part 1: Statistics
  - Part 2: History
  - Part 3: Alarm
  - Part 9: Event
- Provide support for the following RMON–2 groups, at a minimum:
  - Part 13: Address Map
  - Part 16: Layer Host
  - Part 17:Layer Matrix
  - Part 18:User History
- Capable of mirroring any port to any other port within the switch;
- Meet the IEEE 802.1Q (VLAN) standard per port for up to four VLANs;
- Meet the IEEE 802.3ad (Port Trunking) standard for a minimum of two groups of four ports;
- Password manageable;
- Telnet/CLI;
- HTTP (Embedded Web Server) with Secure Sockets Layer (SSL); and
- Full implementation of RFC 783 (TFTP) to allow remote firmware upgrades.

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Network Security: Provide an edge switch that supports/complies with the following (remotely) minimum network security requirements:

- Multi-level user passwords;
- RADIUS centralized password management (IEEE 802.1X);
- SNMPv3 encrypted authentication and access security;
- Port security through controlling access by the users: ensure that the Ethernet edge switch has the capability to generate an alarm and shut down ports when an unauthorized user accesses the network;
- Support of remote monitoring (RMON-1&2) of the Ethernet agent; and
- Support of the TFTP and SNTP. Ensure that the Ethernet edge switch supports port mirroring for troubleshooting purposes when combined with a network analyzer.

G. Electrical Specifications:

Ensure that the edge switch operates and power is supplied with 115 volts of alternating current (VAC). Ensure that the edge switch has a minimum operating input of 110 VAC and a maximum operating input of 130 VAC. Ensure that if the device requires operating voltages other than 120 VAC, supply the required voltage converter. Ensure that the maximum power consumption does not exceed 50 watts. Ensure that the edge switch has diagnostic light emitting diodes (LEDs), including link, TX, RX, speed (for Category 6 ports only), and power LEDs.

H. Environmental Specifications:

Ensure that the edge switch performs all of the required functions during and after being subjected to an ambient operating temperature range of -30 degrees to 165 degrees Fahrenheit as defined in the environmental requirements section of the NEMA TS 2 standard, with a noncondensing humidity of 0 to 95%.

Provide certification that the device has successfully completed environmental testing as defined in the environmental requirements section of the NEMA TS 2 standard. Provide certification that the device meets the vibration and shock resistance requirements of Sections 2.1.9 and 2.1.10, respectively, of the NEMA TS 2 standard. Ensure that the edge switch is protected from rain, dust, corrosive elements, and typical conditions found in a roadside environment.

The edge switch shall meet or exceed the following environmental standards:

- IEEE 1613 (electric utility substations)
- IEC 61850-3 (electric utility substations)
- IEEE 61800-3 (variable speed drive systems)
- IEC 61000-6-2 (generic industrial)
- EMF – FCC Part 15 CISPR (EN5502) Class A

I. Ethernet Patch Cable:

Furnish a factory pre-terminated/pre-connectorized Ethernet patch cable with each edge switch. Furnish Ethernet patch cables meeting the following physical requirements:

- Five (5)-foot length
- Category 6 or better
- Factory-installed RJ-45 connectors on both ends
- Molded anti-snag hoods over connectors
- Gold plated connectors

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- Copper-clad aluminum is **NOT** allowed.

Furnish Fast Ethernet patch cords meeting the following minimum performance requirements:

- TIA/EIA-568-B-5, Additional Transmission Performance Specifications for 4-pair 100 Ω Enhanced Category 6 Cabling
- Frequency Range: 1-100 MHz
- Near-End Crosstalk (NEXT): 30.1 dB
- Power-sum NEXT: 27.1 dB
- Attenuation to Crosstalk Ratio (ACR): 6.1 dB
- Power-sum ACR: 3.1 dB
- Return Loss: 10dB
- Propagation Delay: 548 nsec

6.3. CONSTRUCTION METHODS

A. General:

Ensure that the edge switch is UL listed.

Verify that network/field/data patch cords meet all ANSI/EIA/TIA requirements for Category 6 four-pair unshielded twisted pair cabling with stranded conductors and RJ45 connectors.

Contact the City, Division, or NCDIT a minimum of 10 working days prior to installation to allow for the programming of the edge switch.

B. Edge Switch:

Mount the edge switch inside each field cabinet by securely fastening the edge switch to the upper end of the right rear vertical rail of the equipment rack using manufacturer-recommended or Engineer-approved attachment methods, attachment hardware and fasteners.

Ensure that the edge switch is mounted securely in the cabinet and is fully accessible by field technicians without blocking access to other equipment. Verify that fiber-optic jumpers consist of a length of cable that has connectors on both ends, primarily used for interconnecting termination or patching facilities and/or equipment.

6.4. MEASURMENT AND PAYMENT

Ethernet edge switch will be measured and paid as the actual number of Ethernet edge switches furnished, installed, and accepted.

No separate measurement will be made for Ethernet patch cable, small form factor pluggable modules (SFPs), power cord, mounting hardware, nuts, bolts, brackets, or edge switch programming as these will be considered incidental to furnishing and installing the edge switch.

Payment will be made under:

Ethernet Edge Switch.....Each

7. ETHERNET CABLE

7.1. DESCRIPTION

Furnish and install copper Ethernet cable, as shown in the Plans.

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7.2. MATERIALS

A. Ethernet Cable

Provide shielded Category 6 Ethernet outdoor-rated twisted-pair cable that complies with ANSI/TIA-568-C.2 standards for four-pair shielded twisted copper for Ethernet communications. The cable shall meet all mechanical requirements of ANSI/ICEA S-80-576 applicable to four-pair inside wiring cable for plenum or general cabling.

Furnish Ethernet cable meeting the following minimum performance requirements:

- Specified frequency range: 1-250 MHz
- Impedance: 100 ohms
- Return Loss: 19.8 dB
- Attenuation: 32.8 dB @ 250 MHz
- Near End Crosstalk (NEXT): 38.3 dB @ 250 MHz
- Power Sum NEXT: 36.3dB @ 250 MHz
- ELFNEXT: 19.8 dB @ 250 MHz
- Delay Skew: 45 ns
- Return Loss: 18.3 dB @ 250 MHz
- Capacitance: 15 pF/ft.

Furnish Ethernet cable meeting the following physical requirements:

- Jacket: PVC, UV resistant
- Jacket Color: Black
- Insulation: Polyolefin
- Core: Gel-filled or flooded core
- Binder: Clear mylar with 100% coverage
- Shield: Aluminum/mylar-polyester tape with 100% coverage
- Drain Wire: 24 AWG tinned copper
- Conductors: Solid copper
- Conductor Color Codes: White-Blue/Blue, White-Orange/Orange, White-Green/Green, White-Brown/Brown
- Conductor size: 23 AWG

For Ethernet cable installed outdoors on aerial messenger cable and in underground conduits, provide the cable rated for such conditions (i.e., UV-resistant, wet conditions, etc.).

B. Cable Management

Wire and cable must provide integrated features to enhance cable management. Integrated cable management features shall include:

- Ascending Descending Sequential Foot Markings: The cable shall provide ascending/descending sequential foot markings printed on the cable jacket. The foot markings shall be used to determine the exact length of cable runs and/or determine the amount of cable remaining in/on a box or reel.
- Alphanumeric Cable Labeling Coding System: The cable shall provide alphanumeric cable labeling coding system printed on the cable jacket. The printed coding system shall include the following alphanumeric characters to allow cable identification without the need for separate adhesive-style labels: A, B, C, D, E, 0, 1, 2, 3, 4, 5, 6, 7, 8, 9. The coding system

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shall allow easy cable labeling using a standard waterproof marker for: identification of devices, device addresses, zone/circuit cable numbers, etc.

- Cable Colors: The cable shall be available with different color stripes and solid jacket colors. The cable coloring may be used with the alphanumeric cable labeling system to further enhance cable identification to maximize field productivity during system installation and/or maintenance and service.
- Integral Rip Cords: Cables 18 AWG and larger shall include an integral rip cord to provide for easier field stripping of the cable jacket.

Utilize pre-lubricated cable treated with a lubricant to increase cable pulling productivity and efficiency and to decrease the risk of cable damage due to excessive pulling strengths. A non-staining lubricant shall be applied to coat the full length of the cable during the manufacturing process. The lubricant shall produce a low coefficient of friction on the cable jacket material that reduces pulling friction by up to 70%. The lubricant shall continue to reduce friction after it has dried; remaining as a slippery film that retains lubricity for months after use. The cable lubricant shall comply with the physical and performance requirements of Telcordia Standard, TR-NWT002811, and Generic Requirements for Cable Placing Lubricants. The lubricant shall not contain solvents nor have a flash point.

C. Connectors

Provide RJ-45 connectors with gold wire conductors terminated according EIA/TIA-568-A/568-B standards. Provide connectors with eight contacts. Furnish connectors appropriately rated for the cable being installed. Provide cables with factory-installed connectors for interior cables.

D. Ethernet Patch Cords

Furnish Fast Ethernet patch cords meeting the following physical requirements:

- Minimum of five (5)-foot length
- Category 6
- Factory pre-installed RJ-45 connectors on both ends
- Molded anti-snag hoods over connectors
- Gold plated connectors

Furnish Ethernet patch cords meeting the following minimum performance requirements:

- TIA/EIA-568-C.2, Additional Transmission Performance Specifications for 4-pair 100 Ω
- Category 6 Cabling.
- Specified frequency range: 1-250 MHz
- Impedance: 100 ohms
- Return Loss: 19.8 dB
- Attenuation: 32.8 dB @ 250 MHz
- Near End Crosstalk (NEXT): 38.3 dB @ 250 MHz
- Power Sum NEXT: 36.3 dB @ 250 MHz
- ELFNEXT: 19.8 dB @ 250 MHz
- Delay Skew: 45 ns
- Return Loss: 18.3 dB @ 250 MHz
- Capacitance: 15 pF/ft

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E. Environmental Requirements

Provide 4-pair twisted copper Ethernet cable and connectors rated for an ambient operating temperature range of -30° to 165° F. The cable shall be shielded, outdoor-rated and have a UV resistant jacket. The void between the insulated copper pairs and the polyethylene outer jacket shall be injected with a water-resistant flooding compound.

7.3. CONSTRUCTION METHODS

A. General

Furnish all tools, equipment, materials, supplies, and hardware necessary to install a fully operational Ethernet cable system as depicted in the Plans. Install the Ethernet cable according to the latest version of the manufacturer's cable installation procedures and the industry-accepted installation standards, codes, and practices, or as directed by the Engineer.

Take all precautions necessary to ensure the Ethernet cable is not damaged during storage and installation. Do not step on the cable nor run over the cable with vehicles or equipment. Do not pull the cable over or around obstructions or along the ground.

Immediately cease work and notify the Engineer and the affected owner should damage to existing cables or equipment occur. Make the required repairs at no additional cost to the Department.

Provide the Engineer with three copies of the Ethernet cable manufacturer's recommended and maximum pulling tensions for each Ethernet cable size before the installation of Ethernet cable.

Install Ethernet cable in continuous lengths with no splices outside cabinets.

Cut cables to length to minimize coils of spare cable. Cut outer jacket and trim conductors per manufacturer's recommendations. Ensure all conductors extend to the end of the channel and make solid electrical contact with the gold connectors. Crimp the RJ-45 connector body to lock conductors in channels.

B. Underground Installation

Install underground Ethernet cable as shown in the Plans using cable-pulling lubricants approved by the Ethernet cable manufacturer and the Engineer. Obtain the Engineer's approval of the cable lubricant and method of pulling before the installation of underground Ethernet cable.

Do not exceed 80 percent of the manufacturer's maximum pulling tension when installing underground Ethernet cable.

Use a clutch device (dynamometer) with breakaway swivel so as not to exceed the allowable pulling tension if the cable is pulled by mechanical means. Do not use a motorized vehicle to generate cable-pulling forces.

Keep tension on the cable reel and the pulling line at the start of each pull. Do not release the tension in the cable if the pulling operation is halted. Restart the pulling operation by gradually increasing the tension until the cable is in motion.

Set cable reels up on the same side of the junction box as the conduit section in which the cable is to be installed. Place the reel level and align the reel with the conduit section such that the cable will pass from the top of the reel in a smooth bend into the conduit without twisting. Do not pull the cable from the bottom of the reel. Manually feed the cable by rotating the reel. Do not pull the cable through intermediate junction boxes, pull boxes, handholes, or openings in conduit unless otherwise approved by the Engineer.

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Crimp the RJ-45 connector body to lock conductors in channels. Test each connector from end to end.

7.4. MEASUREMENT AND PAYMENT

Ethernet cable will be measured and paid as the actual linear feet of Ethernet cable furnished, installed, and accepted. Measurement will be made by calculating the difference in length markings located on outer jacket from start of run to end of run for each run. No measurement will be made of connectors as such work is incidental to installing the Ethernet cable.

No measurement will be made for Ethernet patch cables that connect adjacent devices/equipment (e.g., between an Ethernet edge switch and a controller housed in the same cabinet) as they will be incidental to furnishing and installing the ethernet cable to the connected equipment.

Payment will be made under:

Ethernet Cable.....Linear Foot

PROJECT SPECIAL PROVISION

(10-18-95) (Rev. 10-15-24) Z-1

PERMITS

The Contractor's attention is directed to the following permits, which have been issued to the Department of Transportation by the authority granting the permit.

PERMIT	AUTHORITY GRANTING THE PERMIT
Dredge and Fill and/or Work in Navigable Waters (404)	U. S. Army Corps of Engineers
Water Quality (401)	Division of Water Resources, DEQ State of North Carolina

The Contractor shall comply with all applicable permit conditions during construction of this project.

Agents of the permitting authority will periodically inspect the project for adherence to the permits.

The Contractor's attention is also directed to Articles 107-10 and 107-13 of the *Standard Specifications* and the following:

Should the Contractor propose to utilize construction methods (such as temporary structures or fill in waters and/or wetlands for haul roads, work platforms, cofferdams, etc.) not specifically identified in the permit (individual, general, or nationwide) authorizing the project it shall be the Contractor's responsibility to coordinate with the Engineer to determine what, if any, additional permit action is required. The Contractor shall also be responsible for initiating the request for the authorization of such construction method by the permitting agency. The request shall be submitted through the Engineer. The Contractor shall not utilize the construction method until it is approved by the permitting agency. The request normally takes approximately 60 days to process; however, no extensions of time or additional compensation will be granted for delays resulting from the Contractor's request for approval of construction methods not specifically identified in the permit.

Where construction moratoriums are contained in a permit condition which restricts the Contractor's activities to certain times of the year, those moratoriums will apply only to the portions of the work taking place in the restricted waters, wetlands or buffer zones, provided that activities outside those areas is done in such a manner as to not affect the restricted waters, wetlands or buffer zones.

P-2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

August 24, 2026

MEMORANDUM TO: Division Construction Units
Contract Standards and Development Unit

FROM: Joshua Kotheimer, PWS
Division 6 Environmental Officer

SUBJECT: Environmental Permits for the Camden Road Widening on SR 1003 in Cumberland County, Division 6,
TIP: U-3422B, WBS 39001.1.2

Please find enclosed the following permits for this project:

Agency	Permit Type	Permit Expiration
US Army Corps of Engineers Section 404 Clean Water Act Permit	Regional General Permit 50	May 25, 2030
NC Division of Water Resources Section 401 Water Quality Certification	Individual Certification No. 009025	*expires with above permit*

Work is authorized by the above referenced permit provided it is accomplished in strict accordance with the permitted plans.

The Environmental Coordination and Permitting Group or the Division Environmental Office must be consulted if any deviation from the permit(s) is required.

The General Conditions and Certifications for Nationwide and Regional Permits can be referenced at: https://xfer.services.ncdot.gov/pdea/EnvironmentalPermits/_General_Conditions_and_Certifications/

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 6
PO BOX 1150
FAYETTEVILLE, NC 28301

Telephone: (910) 364-0600
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
558 GILLESPIE ST.
FAYETTEVILLE, NC 28301

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
WRDA / TRANSPORTATION BRANCH
3331 HERITAGE TRADE DR, SUITE 105
WAKE FOREST NC 27587

August 17, 2026

Regulatory Division
SAW-2017-00775

Sent Via email: jlkotheimer@ncdot.gov

Joshua Kotheimer
NC DOT Division 6
PO Box 1150
Fayetteville, NC 28302

Dear Mr. Kotheimer:

This letter is in response to the Pre-Construction Notification (PCN) you submitted to the Wilmington District, WRDA / Transportation Branch on June 15, 2026, for a Department of the Army Nationwide Permit (NWP) re-verification. This project has been assigned the file number SAW-2017-00775 and is known as NCDOT_U-3422_SR1003_ CamdenRdWiden_Cumberland_Div6. This file number should be referenced in all correspondence concerning this project.

A review of the information provided indicates that the proposed work would include the TIP U-3422 road widening and improvements impacting 0.51 acre of wetlands (0.45 acre permanent fill and excavation; 0.06 acre mechanized clearing), 429 linear feet (lf), 0.13 acre, of tributaries (408 lf, 0.064 acre, permanent channel impact; 21 linear feet, 0.002 acre, temporary impacts), and 0.09 acre impact to open-water pond (0.05 acre permanent; 0.04 acre temporary). The project area for this determination is illustrated on the enclosed site plans/maps. The project is located in the SR 1003 (Camden Road) corridor, from NC 59 (Hope Mills road) to the future location of the permitted Fayetteville Outer Loop, at Latitude 34.977110 and Longitude -78.989860; in Fayetteville, Cumberland County, North Carolina.

We have determined that the proposed work is authorized by Regional General Permit (RGP) 50 pursuant to authorities under Section 404 of the Clean Water Act (33 U.S.C § 1344). The proposed work must be accomplished in strict accordance with the general permit conditions, any regional conditions, the application materials, and the enclosed plans. If the extent of the project area and/or nature of the authorized impacts to waters are modified, a revised PCN must be submitted to this office for written approval before work is initiated. Any violation of permit conditions or deviation from your submitted plans may subject the permittee to enforcement action.

This verification is valid until **March 15, 2031**, unless prior to this date the subject NWP(s) is suspended, revoked, or is modified such that the activity no longer complies

with the terms and conditions of this NWP. If you commence or are under contract to commence this activity before the date that the relevant NWP is modified or revoked, you will have 12 months from the date of the modification or revocation of the NWP to complete the activity under the present terms and conditions of this NWP.

This NWP verification does not preclude the necessity to obtain any other Federal, State, or local permits, licenses, and/or certifications, which may be required.

If you have any questions related to this verification or have issues accessing documents referenced in this letter, please contact Eric Alsmeyer, Project Manager of the WRDA / Transportation Branch at 919-817-1570, by mail at the above address, or by email at eric.c.alsmeyer@usace.army.mil. Please take a moment to complete our customer satisfaction survey located at https://regulatory.ops.usace.army.mil/customer-service-survey/.

Sincerely,



M. Scott Jones, PWS
WRDA / Transportation Branch Chief

Enclosures

Docusign Envelope ID: C93C92D5-FC84-8471-80BC-1B0DF9F31EE8

JOSH STEIN
Governor
D. REID WILSON
Secretary
RICHARD E. ROGERS, JR.
Director

NORTH CAROLINA
Environmental Quality

August 5, 2026

DWR #20230977v2
Cumberland County

North Carolina Department of Transportation
Attn: Josh Kotenheimer, Division 6 Environmental Officer
558 Gillespie Street
Fayetteville, NC 28301

Delivered via email to:jlkotenheimer@ncdot.gov

Subject: **Approval of Individual 401 Water Quality Certification**
U-3422 Widen and Improve SR 1003 Camden Road from Future I-295 (Fayetteville Outer Loop) to NC 59 (Hope Mills Road) in Cumberland County
Little Rockfish Creek [Cape Fear River Basin, 18-31-24-(4), C]

Location: 34.970997°N, -79.017027°W

Dear Mr. Kotenheimer:

Attached hereto is a copy of Certification No. WQC009025 issued to Josh Kotenheimer and the North Carolina Department of Transportation, dated August 5, 2026. This approval is for the purpose and design described in your application.

This Water Quality Certification does not relieve the recipient of the certificate (or the Permittee) of the responsibility to obtain all other required Federal, State, or Local approvals before proceeding with the project, including those required by, but not limited to, Sediment and Erosion Control, Non-Discharge, Water Supply Watershed, and Trout Buffer regulations.

Upon the presentation of proper credentials, the Division of Water Resources (Division or DWR) may inspect the property.

This Water Quality Certification shall expire on the same day as the expiration date of the corresponding Section 404 Permit that is current at the time this Certification is issued. The conditions shall remain in effect for the life of the project, regardless of the expiration date of this Water Quality Certification.

Non-compliance with or violation of the conditions herein set forth may result in revocation of this Water Quality Certification for the project and may also result in criminal and/or civil penalties.

Notice regarding the right to contest this 401 Water Quality Certification decision is attached to this letter.

This letter completes the DWR's review under Section 401 of the Clean Water Act and 15A NCAC 02H .0500. Please contact Holley Snider at 910-796-7303 or holley.snider@deq.nc.gov if you have any questions or concerns.

Sincerely,

Signed by:
Faith Hardin
3185423002EA45E...

Faith Hardin, Supervisor
401 & Buffer Transportation Permitting Branch
Division of Water Resources, NCDEQ

Electronic cc:

Matt Martin, USACE Raleigh Regulatory Field Office
Travis Wilson, NCWRC
Beth Harmon, DMS
DWR 401 & Buffer Permitting Branch Electronic file

NOTICE REGARDING THE RIGHT TO CONTEST A DWR 401 WATER QUALITY CERTIFICATION AND/OR BUFFER AUTHORIZATION

Right of Persons Aggrieved to File a Contested Case for the Decision on a 401 Water Quality Certification and/or Buffer Authorization:
The Division's decision is subject to review under NCGS 150B-23.

Rights of Persons Aggrieved to File a Contested Case: Pursuant to NCGS 150B, Article 3, a party or person aggrieved may commence a contested case by filing a petition under NCGS 150B-23 in the Office of Administrative Hearings within 60 days after the Division provides notice of its decision on an application, as provided in NCGS 150B-23(f). If no contested case is commenced within the required time, the Division's decision is final and is not subject to review.

General Filing Instructions: A petition for contested case hearing must be in the form of a written petition, conforming to NCGS 150B-23, and filed with the Office of Administrative Hearings, 1711 New Hope Church Road, Raleigh NC, 27609, along with a fee in an amount provided in NCGS 150B-23.2. A petition for contested case hearing form may be obtained upon request from the Office of Administrative Hearings or on its website at https://www.oah.nc.gov/hearings-division/filing/hearing-forms. Additional specific instructions for filing a petition are set forth at 26 NCAC Chapter 03.

Service Instructions: A party filing a contested case is required to serve a copy of the petition, by any means authorized under 26 NCAC 03 .0102, on the process agent for the Department of Environmental Quality:

Daniel Hirschman, General Counsel
North Carolina Department of Environmental Quality
1601 Mail Service Center
Raleigh, North Carolina 27699-1601

If the party filing the petition is a person aggrieved other than the recipient of the certificate (the "Permittee"), the party must also serve the Permittee in accordance with NCGS 150B-23(a).

Be aware that other rules or laws may apply to the filing of a petition for a contested case. Additional information is available at https://www.oah.nc.gov/hearings-division/hearing-process/filing-contested-case. Please contact the Office of Administrative Hearings at (984) 236-1850 with all questions regarding the filing fee and/or the details of the filing process.

NORTH CAROLINA 401 WATER QUALITY CERTIFICATION

CERTIFICATION #WQC009025 is issued in conformity with the requirements of Section 401, Public Laws 92-500 and 95-217 of the United States and subject to North Carolina's Regulations in 15 NCAC 02H .0500 and 15A NCAC 02B .0200, to Josh Koteenheimer and the North Carolina Department of Transportation, who have authorization for the impacts listed below, as described within your application received by the N.C. Division of Water Resources (DWR) on June 15, 2026 with fee received on June 17, 2026 and and by Public Notice issued by the DWR on June 17, 2026, and within the *Reasonable Period of Time* pursuant to 40 CFR Part 121.6.

The State of North Carolina certifies that this activity will comply with water quality requirements and the applicable portions of Sections 301, 302, 303, 306, 307 of the Public Laws 92-500 and PL 95-217 if conducted in accordance with the application, the supporting documentation, and conditions hereinafter set forth.

The following impacts are hereby approved. No other impacts are approved, including incidental impacts. [15A NCAC 02H .0506(b)]

Wetland Impacts in the Cape Fear River Basin

Site	Fill (ac)	Fill (temporary) (ac)	Excavation (ac)	Mechanized Clearing (ac)	Hand Clearing (ac)	Total Impacts (ac)
Site 1	0.260	---	---	0.060	---	0.320
Site 3	0.050	---	0.140	---	---	0.190
Totals	0.310	---	0.140	0.060	---	0.510

Total Wetland Impact for Project: 0.510 acres
(permanent impacts: 0.510 ac)

Stream Impacts in the Cape Fear River Basin

Site	Permanent Fill in Intermittent Stream (linear ft)	Temporary Fill in Intermittent Stream (linear ft)	Permanent Fill in Perennial Stream (linear ft)	Temporary Fill in Perennial Stream (linear ft)	Total Stream Impact (linear ft)	Stream Impacts Requiring Mitigation (linear ft)
1	54	12	100	9	175	*NIA*
4	254	---	----	----	254	*NIA*
Total	**308**	**12**	**100**	9	**429**	*NIA*

Total Stream Impacts for Project: 429 linear feet
(Permanent Intermittent: 308 lf, Permanent Perennial: 100 lf)

Open Water Impacts in the Cape Fear River Basin

Site	Permanent Fill in Open Waters (ac)	Temporary Fill in Open Waters (ac)	Total (ac)
Site 2	0.050	0.040	0.090
Total	0.050	0.040	0.090

Total Open Water Impacts for Project:
0.090 acres
(permanent impacts: 0.050 ac)

This approval requires you to follow the conditions listed in the Certification below.

CONDITIONS OF CERTIFICATION [15A NCAC 02H .0507(c)]:

1. Mitigation must be provided for the proposed impacts as specified in the table below. The attached Compensatory Mitigation Responsibility Transfer Form (Form) shall be completed and provided to the Division prior to *any* impacts occurring. If the Mitigation Provider specified on the attached Form(s) for the proposed impacts changes after issuance of this Certificate, then the Permittee shall request a revised Compensatory Mitigation Responsibility Transfer Form from the Division prior to conducting any impacts.

	Compensatory Mitigation Required	River and Sub-basin Number
Wetland	0.510 acres (credits)	Cape Fear River Basin 8-digit HUC 03030004

Citation: 15A NCAC 02H .0506(c); 15A NCAC 02H .0507(c)

2. The plans and specifications for this project are incorporated by reference as part of this Water Quality Certification. Any final construction plans for a project must include or reference the application and plans submitted to the DWR. The Permittee must evaluate all other acquired permits to ensure that they are consistent with the plans submitted to the DWR, and all relative impacts are accounted for and shown on the final construction plans. Any modifications or additional impacts to streams and/or wetlands and/or waters within the project require the permittee to notify the DWR and may require submission of a new application package with the appropriate fee.

   Citation: 15A NCAC 02H .0506(b)(2) and (3); 15A NCAC 02H .0507(c)

3. If the property is sold, the Permittee shall provide the new owner with a copy of this Certification and all plans and specifications incorporated by reference. The Permittee may transfer a Certification to the new owner by submitting a letter to the Division with the following statement: *"At the time the property is transferred, the terms and conditions of this 401 Individual Water Quality Certification, including the responsibility to ensure compliance, are binding on the new owner(s) of the property."* The letter shall be signed and dated by both the transferee and the new owner. *Citation: 15A NCAC 02H .0507(d)(2)*

4. The Permittee shall allow the Director, or an authorized representative (including an authorized contractor acting as a representative of the Director), upon the presentation of credentials and other documents as may be required by law, to: *Citation: 15A NCAC 02H .0502(e); 15A NCAC 02H .0507(c)*

    a. Enter, at reasonable times, upon the Permittee's premises where a regulated facility or activity is located or conducted, or where records must be kept under the conditions of this certificate;
    b. Have access to and copy, at reasonable times, any records that must be kept under the conditions of this certificate;
    c. Inspect at reasonable times any facilities, equipment (including monitoring and control equipment), practices, or operations regulated or required under this certificate; and
    d. Sample or monitor at reasonable times, for the purposes of assuring certificate compliance or as otherwise authorized by the Clean Water Act, any substances or parameters at any location

5. For all projects that include multiple parcels and/or lots, including transportation and/or utility-related projects installed as infrastructure for multiple parcels and/or lots, deed notifications or similar mechanisms shall be placed on all lots/parcels that include jurisdictional wetlands, streams, open waters, and state-regulated riparian buffers within the overall project boundaries. These mechanisms shall be put in place at the time of recording of the property or individual parcels, whichever is appropriate.

    Citation: 15A NCAC 02H .0502(a); 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

6. For phased projects with conceptual future phases, when final design plans are completed, the Permittee shall ensure that final designs shall reflect all appropriate avoidance and minimization of impacts to wetlands, streams, and other surface waters.

    Citation: 15A NCAC 02H .0506(b)(2) and (3); 15A NCAC 02H .0507(c)

7. All wetlands, streams, and surface waters located within the limits of disturbance and within 50 feet of the limits of disturbance/construction area on the project site shall be clearly marked (example- orange fabric fencing) prior to any land disturbing activities. The marking/fencing shall be maintained until the project or project phase is completed. Impacts to areas within the marked area/fencing are prohibited unless otherwise authorized by this certification.

    Citation: 15A NCAC 02H .0506(b)(2); 15A NCAC 02H .0507(c)

8. When requested by DWR, the Permittee and/or authorized agent shall schedule a pre-construction meeting with DWR, shall contact the appropriate DWR Regional Office upon project commencement of construction, shall submit a Certificate of Completion and/or shall provide as-built documentation.

    Citation: 15A NCAC 02H .0502(e); 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

9. For projects that include draining a pond or lake, appropriate erosion and sediment control measures shall be utilized while draining the pond or lake to ensure limited impact to downstream waters as well as to native aquatic species. Such measures shall also be utilized to avoid any sediment release into downstream waters as a result of pond draining. The permittee shall observe any natural channel re-establishment, or utilize natural channel construction techniques, to ensure that the jurisdictional stream channel above and below the drained pond remain stable, and that no additional impacts occur within the natural stream channel as a result of draining the pond. The Permittee shall consult with NCWRC prior to the relocation or release of any aquatic species during pond draining or dam removal activities. During pond or lake refill, sufficient flow shall be continually released to the receiving stream to ensure aquatic life survival and maintenance of biological integrity.

   Citation: 15A NCAC 02H .0506(b)(2); 15A NCAC 02H .0507(c)

10. The permittee shall report to the appropriate DWR Regional Office any noncompliance with, and/or any violation of, stream or wetland standards [15A NCAC 02B .0200], including but not limited to sediment impacts to streams or wetlands. Information shall be provided orally within 24 hours (or the next business day if a weekend or holiday) from the time the permittee became aware of the non-compliance circumstances.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

11. No additional temporary or permanent impacts from waste, spoil, solids, fill, excavation, or staging of equipment, shall occur in wetlands or waters beyond the footprint of the impacts (including temporary impacts) identified in this Certification.

    Citation: 15A NCAC 02H .0506; 15A NCAC 02H .0507(c)

12. When applicable, all construction activities shall be performed and maintained in full compliance with G.S. Chapter 113A Article 4 (Sedimentation Pollution Control Act of 1973). Regardless of applicability of the Sedimentation Pollution Control Act, all projects shall incorporate appropriate Best Management Practices for the control of sediment and erosion so that no violations of state water quality standards, statutes, or rules occur.

    Design, installation, operation, and maintenance of all sediment and erosion control measures shall be equal to or exceed the requirements specified in the most recent version of the *North Carolina Erosion and Sediment Control Planning and Design Manual*, or the *North Carolina Department of Transportation Erosion and Sediment Control Design and Construction Manual*.

    Appropriate measures should be installed prior to any land clearing activities to protect wetlands, streams, and/or buffers from turbidity and/or sedimentation. These measures should be routinely inspected and properly maintained, and excavated materials should be contained outside wetland, stream, and/or buffer boundaries.

    For installation of bridges that involve driving or drilling activities within stream channels, open waters, or along streambanks turbidity curtains shall be installed within the surface water.

All devices shall be maintained on all construction sites, borrow sites, and waste pile (spoil) sites, including contractor-owned or leased borrow pits associated with the project. Sufficient materials required for stabilization and/or repair of erosion control measures and stormwater routing and treatment shall be on site at all times.

For borrow pit sites, the erosion and sediment control measures shall be designed, installed, operated, and maintained in accordance with the most recent version of the *North Carolina Surface Mining Manual*. Reclamation measures and implementation shall comply with the reclamation in accordance with the requirements of the Sedimentation Pollution Control Act and the Mining Act of 1971.

If the project occurs in waters or watersheds classified as Primary Nursery Areas (PNAs), SA, WS-I, WS-II, High Quality Waters (HQW), or Outstanding Resource Waters (ORW), then the sedimentation and erosion control designs shall comply with the requirements set forth in 15A NCAC 04B .0124, *Design Standards in Sensitive Watersheds*.

Citation: 15A NCAC 02H .0506(b)(2); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200; 15A NCAC 02B .0231

13. Sediment and Erosion Control Measures (S&EC) in wetlands or waters should be avoided to the maximum extent possible and any S&EC occurring in wetlands or waters shall be restored to pre-existing conditions upon completion of the project. The Permittee shall utilize sediment and erosion control measures that avoid and minimize the need for the placement of silt fence along streams at the normal water level. Where measures are placed within authorized impact areas then placement of such measures shall not be conducted in a manner that results in a loss of function of any wetlands, streambeds, or streambanks. Any erosion control measures, including silt fence, installed within wetlands shall be removed from wetlands and the natural grade restored and revegetated within two (2) months of the date the appropriate sediment and erosion control program has released the specific area within the project to ensure wetland standards are maintained upon completion of the project.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200; 15A NCAC 02B .0231

14. Erosion control matting shall not be placed within a stream bed. Erosion control matting that incorporates plastic mesh and/or plastic twine shall not be used along streambanks or within wetlands.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

15. If the project is covered by NPDES Construction Stormwater Permit Number NCG010000 or NPDES Construction Stormwater Permit Number NCG250000, full compliance with permit conditions including the erosion and sedimentation control plan, inspections and maintenance, self-monitoring, record keeping and reporting requirements is required.

    Citation: 15A NCAC 02H .0506(b) and (c); 15A NCAC 02H .0507(c)

16. The North Carolina Department of Transportation (NCDOT) shall maintain full compliance with the conditions related to construction activities and post construction stormwater design, construction and maintenance, within the most recent version of their Individual NPDES Stormwater Permit Number NCS000250.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200; 15A NCAC 02B .0231

17. For projects impacting waters classified by the NC Environmental Management Commission as High Quality Waters (HQW), including Water Supply I or II (WSI, WSII) and/or as Outstanding Resources Waters (ORW) post construction stormwater shall be managed in accordance with 15A NCAC 02B .0224(d) or .0225 as applicable.

18. All work in or adjacent to streams, ponds, lakes, and reservoirs shall be conducted so that the work area is isolated from surface waters. Approved best management practices from the most current version of the DEMLR *NC Erosion and Sediment Control Planning and Design Manual*, or the *NC Department of Transportation Best Management Practices For Construction and Maintenance Activities Manual*, such as sandbags, rock berms, cofferdams, pump-arounds, and other diversion structures shall be used to minimize excavation in flowing water. Water that comes in contact with the work area shall be treated through an appropriate sediment/erosion control measure (sediment basin, filter bag, etc) prior to discharging to a surface water. All temporarily disturbed areas for the purpose of isolation/dewatering shall be restored to original grade, including each stream's original cross-sectional dimensions, planform pattern, and longitudinal bed profile. All temporarily impacted sites shall be restored and stabilized with native vegetation as practicable. *Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200*

19. Work within a designated trout watershed as identified by the Wilmington District of the US Army Corps of Engineers or work within identified state or federal endangered or threatened species habitat shall be coordinated with NCWRC and/or DMF prior to initiating of project activities.

    The Permittee shall adhere to NCWRC and/or DMF recommended moratoria. Exceptions to this condition require written approval by the resource agency responsible for the given moratorium. If activities must occur during periods of high biological activity of aquatic species (e.g. sea turtle nesting, fish spawning, or bird nesting) all biological surveys, relocations, and/or monitoring requested by the state agency must be conducted.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 04B .0125

20. Bridge piles and bents shall be constructed using driven piles (hammer or vibratory) or drilled shaft construction methods. More specifically, jetting or other methods of pile driving are prohibited under this Certification.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200

21. Unless already approved by an NPDES permit, bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means to the maximum extent practicable (e.g. grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. This condition may be waived with prior written approval from the NCDWR.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

22. Demolition of existing structures, such as culvert or bridge removal, shall be conducted to ensure water quality standards are maintained. NCDOT activities shall adhere to NCDOT's *Best Management Practices for Construction and Maintenance Activities*.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200

23. Culverts shall be designed and installed in such a manner that the original stream profiles are not altered and allows for aquatic life movement during low flows. The dimension, pattern, and profile of the stream above and below a pipe or culvert shall not be modified by widening the stream channel or by reducing the depth of the stream in connection with the construction activity. The width, height, and gradient of a proposed culvert shall be such as to pass the average historical low flow and spring flow without adversely altering flow velocity. If the width of the culvert is wider than the stream channel, the culvert shall include multiple boxes/pipes, baffles, benches and/or sills to maintain the natural width of the stream channel. If multiple culverts/pipes/barrels are used, low flows shall be accommodated in one culvert/pipe and additional culverts/pipes shall be installed such that they receive only flows above bankfull.

    Placement of culverts and other structures in streams shall also meet one of the following requirements:

    a. For structures less than 72" in diameter/width and in area where topographic constraints dictate culvert slopes will be greater than 2.5%, culverts shall be installed "at grade" such that low flow conditions in the stream are maintained provided that all alternative options for flattening the slope have been investigated and aquatic life movement/connectivity has been provided when possible (e.g. rock ladders, cross-vanes, sills, baffles etc.); or
    b. When bedrock is present in culvert locations, culvert burial is not required, provided that there is documentation of the presence of bedrock.
    c. For all other culverts:
        i. Culverts with a diameter greater than 48 inches shall be below the elevation of the streambed by one foot
        ii. Culverts with diameter less than or equal to 48 inches shall be below the streambed by 20% of the culvert diameter

    If a culvert outlet is submerged within a pool or scour hole and designed to provide for aquatic passage, then culvert burial into the streambed is not required.

    Documentation such as a location map of the culvert, culvert profile drawings, slope calculations, geotechnical reports, photographs, etc. shall be provided to DWR upon written request.

For culvert replacements within the same location/footprint, and of similar length, culverts shall be designed and installed to meet the above requirements of this Condition unless prohibited by existing conditions on site, such as existing infrastructure or topographic constraints.

Installation of culverts in wetlands shall ensure continuity of water movement and be designed to adequately accommodate high water or flood conditions. When roadways, causeways, or other fill projects are constructed across FEMA-designated floodways or wetlands, openings such as culverts or bridges shall be provided to maintain the natural hydrology of the system as well as prevent constriction of the floodway that may result in destabilization of streams or wetlands.

The establishment of native woody vegetation and other soft stream bank stabilization techniques shall be used where practicable instead of rip-rap or other bank hardening methods.

Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

24. Application of fertilizer to establish planted/seeded vegetation within disturbed riparian areas and/or wetlands shall be conducted at agronomic rates and shall comply with all other Federal, State and Local regulations. Fertilizer application shall be accomplished in a manner that minimizes the risk of contact between the fertilizer and surface waters.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0231

25. Discharging hydroseed mixtures and washing out hydroseeders and other equipment in, or adjacent to, surface waters is prohibited.

    Citation: 15A NCAC 02H.0506(b)

26. If concrete is used during construction (including bulkhead components, such as deadman anchors, tie-back systems and concrete caps), then all necessary measures shall be taken to isolate the concrete from waters of the state by maintaining a dry work area to prevent direct contact between curing concrete and surface waters. Drill slurry and water that inadvertently contacts uncured concrete shall not be discharged to waters of the state. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. Any water that contacts uncured concrete shall be captured, treated, and disposed of properly.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200; 15A NCAC 02B .0231

27. All temporary pipes, culverts, rip-rap pads etc. in streams shall be installed so as not to restrict stream flow or installed in such a manner that restricts aquatic life movement during low flow conditions. All temporary pipes and/or culverts shall be installed as outlined in the most recent edition of the *North Carolina Erosion and Sediment Control Planning and Design Manual* or the *North Carolina Surface Mining Manual* or the *North Carolina Department of Transportation Best Management Practices for Construction and Maintenance Activities*.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

28. All temporary fill and temporary culverts shall be removed, and the impacted area shall be returned to natural conditions, within 60 calendar days after the temporary impact is no longer necessary. The impacted areas shall be restored to original grade, including each stream's original cross-sectional dimensions, planform pattern, and longitudinal bed profile. All temporarily impacted sites shall be restored and stabilized with native vegetation when practicable. For all areas where wetlands are impacted by temporary roads constructed by temporary fill material, the Permittee shall remove the fill material and conduct activities necessary to restore preconstruction hydrology by addressing soil compaction. When temporary fill has been added to wetlands, or heavy equipment has been placed within a wetland, the Permittee shall ensure restoration of preconstruction soil conditions when restoring wetland areas. Upon restoration of the wetland, the Permittee shall inspect the area quarterly for a minimum of two years to document successful restoration. The Permittee shall provide documentation of inspections to DWR when requested. The monitoring requirement can be relieved with review and written approval by DWR. If the area is not restored to preconstruction conditions the impacts shall be considered permanent, and the Permittee shall request a modified Certification from DWR. With prior written approval from DWR, removal of temporary fill and temporary culverts and restoration of the impacted area may be postponed to accommodate moratorium periods.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

29. Any rip-rap or other armoring materials required for proper culvert placement, stream stabilization, or restoration of temporarily disturbed areas shall be restricted to the area directly impacted by the construction activity covered by this Certification. All rip-rap or other non-natural armoring material placed in streams shall be placed such that the original streambed elevation and streambank contours are restored, and that the finished elevation of the rip rap shall not exceed that of the original stream bed. All rip-rap or other armoring materials shall consist of clean rock or masonry material free of debris or toxic pollutants. Placement of rip-rap or other armoring materials shall not result in de-stabilization of the stream bed or banks upstream or downstream of the area or be installed in a manner that precludes aquatic life passage.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

30. Any rip-rap or other non-natural armoring material (i.e. gabion baskets, revetments, bulkheads, seawalls, retaining walls) used for stream or shoreline stabilization shall be of a size and density to prevent movement by wave, current action, or stream flows, and shall consist of clean rock or masonry material free of debris or toxic pollutants. Rip-rap or other armoring materials shall not be installed in the streambed except in specific areas required for velocity control and to ensure structural integrity of bank stabilization measures. Any rip-rap or other armoring materials placed in the streambed shall be such that the finished elevation of the rip rap or other armoring materials shall not exceed that of the original stream bed.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0201

31. All mechanized equipment operated near surface waters shall be inspected and maintained regularly to prevent contamination of surface waters from fuels, lubricants, hydraulic fluids, or other toxic materials. Construction shall be staged in order to minimize the exposure of equipment to surface waters to the maximum extent practicable. Fueling, lubrication, and general equipment maintenance shall be performed in a manner to prevent, to the maximum extent practicable, contamination of surface waters by fuels and oils.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0200; 15A NCAC 02B .0231

32. Heavy equipment working in wetlands shall be placed on mats or non-impact equipment shall be used to ensure no disturbance and/or compaction of soil from equipment except within the footprint of the impacts covered by this Certification. Heavy equipment necessary for in stream activities shall be operated from the banks to the maximum extent practical and in no cases shall cause unstable stream banks or a violation of water quality standards.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c); 15A NCAC 02B .0231

33. In accordance with G.S. 143-215.85(b), the Permittee shall report any petroleum spill of 25 gallons or more; any spill regardless of amount that causes a sheen on surface waters; any petroleum spill regardless of amount occurring within 100 feet of surface waters; and any petroleum spill less than 25 gallons that cannot be cleaned up within 24 hours.

    Citation: 15A NCAC 02H .0507(c); N.C.G.S 143-215.85(b)

34. The Permittee and their authorized agents shall conduct all activities in a manner consistent with State water quality standards (including any requirements resulting from compliance with §303(d) of the Clean Water Act), and any other appropriate requirements of State and Federal Law.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

35. A copy of this Certification shall be retained on site during the construction and maintenance of this project, or with the project manager, and be available for inspection at all times. The Permittee shall require its contractors and/or agents to comply with the terms and conditions of this Certification in the construction and maintenance of this project and shall provide each of its contractors and/or agents associated with the construction or maintenance of this project with a copy of this Certification. If the Permittee becomes aware of any inability to comply with any of the conditions of this Certification, they must notify the appropriate Regional Office within 24 hours (or the next business day if a weekend or holiday) from the time the Permittee becomes aware of the circumstances.

    Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

36. This Water Quality Certification neither grants nor affirms any property right, license, or privilege in any lands or waters, or any right of use in any waters. This Water Quality Certification does not authorize any person to interfere with the riparian rights, littoral rights, or

water use rights of any other person and does not create any prescriptive right or any right of priority regarding any usage of water. This Water Quality Certification shall not be interposed as a defense in any action respecting the determination of riparian or littoral rights or other rights to water use. No consumptive user is deemed by virtue of this Water Quality Certification to possess any prescriptive or other right of priority with respect to any other consumptive user.

Citation: 15A NCAC 02H .0506(b); 15A NCAC 02H .0507(c)

This Water Quality Certification shall expire on the same day as the expiration date of the corresponding Section 404 Permit that is current at the time this Certification is issued. The conditions shall remain in effect for the life of the project, regardless of the expiration date of this Water Quality Certification.

Upon completion of the proposed project, the applicant shall submit a Certificate of Completion and/or shall provide as-built documentation. Certificates of Completion and/or as-built documentation can be submitted via the DWR website: https://edocs.deq.nc.gov/Forms/Certificate-of-Completion.

This, the 5th day of August 2026

Signed by:
Faith Hardin
3185423002EA45E...

Faith Hardin, Supervisor
401 & Buffer Transportation Permitting Branch
Division of Water Resources, NCDEQ

Docusign Envelope ID: C93C92D5-FC84-8471-80BC-1B0DF9F31EE8

JOSH STEIN
Governor
D. REID WILSON
Secretary
RICHARD E. ROGERS, JR.
Director

NORTH CAROLINA
Environmental Quality

COMPENSATORY MITIGATION RESPONSIBILITY TRANSFER FORM

August 5, 2026

Permittee: NC Department of Transportation

Project #20230977

Project Name: U-3422 Widen and Improve SR 1003 Camden Road from Future I-295 (Fayetteville Outer Loop) to NC 59 (Hope Mills Road) in Cumberland County

County: Cumberland

The Division has received an acceptance letter from the NC Division of Mitigation Services (DMS) to satisfy the mitigation requirements set forth in 401 Individual Certification No. WQC009025 issued to the NC Department of Transportation, dated August 5, 2026 as provided in the table below.

	Compensatory Mitigation	**River and 8-digit HUC Number**
Riparian Wetland	0.510 acres (credits)	Cape Fear River Basin 30300004

The Permittee must provide a copy of this form to DMS, who will then sign the form to verify receipt of payment and the transfer of the mitigation responsibility. Once DMS has signed this form, it is the Permittee's responsibility to ensure that a signed copy of this form is submitted to DEQ.WR.401MRT@deq.nc.gov ***before*** conducting any of the authorized impacts.

The Division of Mitigation Services verifies that the mitigation requirements (credits) shown above will be debited using approved released or advance credits, and for all stream or wetland credits is in accordance with the signed/approved In-Lieu Fee Instrument dated July 28, 2010. By signing below, DMS is accepting full responsibility for the identified mitigation. As a reminder to the Mitigation Provider, no more than 25 percent of the total mitigation required by Division can be met through preservation, unless requested and approved by the Division Director (15A NCAC 02H. 0506(c)(7)).

Signature Authority Name (print): _____

Signature: _____ Date: _____

CONTRACT:

TIP PROJECT: U-3422

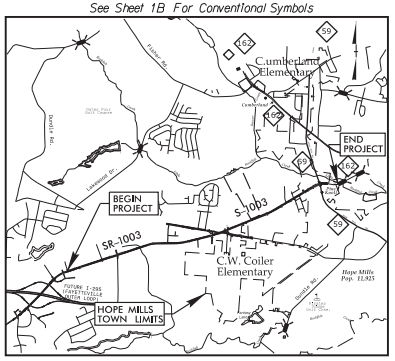
REVISIONS

9/20/2022: PARCELS 92-94 ROW REVISED & TCE REVISED, PARCEL 94 PUE REVISED
10/27/2022: PARCEL 2C EASEMENTS REMOVED, PARCELS 64-67 & 71-73 CAROWEASEMENTS REVISED
12/1/2022: PSH 7, PARCEL 42 AND PARCEL 43 CHANGED TO PARCEL 189, 190, 192, 193, & 194
1/5/2023: PSH 7, PARCEL 42 AND PARCEL 43 CHANGED TO PARCEL 189, 190, 192, 193, & 194
1/31/2023: PARCEL 41 ROW REVISED, PUE REVISED, TCE REVISED; PARCEL 113 ROW REVISED, DUE REVISED, TCE REVISED
2/1/2023: ROW PLANS REVISED, PSH 7, PARCEL 41 & 42 CHANGED TO PARCEL 189, 190, 192, 193, & 194
2/2/2023: PSH 17A, PARCEL 220 PUE REVISED, TCE REMOVED, PARCEL 233 TCE REVISED, PSH 18 PARCEL 220 PUE REVISED, TCE REMOVED
3/15/2023: OWNER NUMBER CHANGES ON PSHS 7, 8, 12, 19
4/19/2023: PARCEL 2C PUE REVISIONS ON PSHS 12, 13, 19; TCE REVISIONS ON PSHS 12 & 19; PARCEL OWNER NAME CHANGES ON PSHS 7, 15, 19A
4/21/2023: TCE REVISED ON PARCEL 17; DOT PSHS 17 & 18
5/1/2023: PARCEL 17 DOT PSHS 17 & 18

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USER: JWASSROC | DATE: 5/1/2023 | TIME: 2:29:54 PM
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09/08/99

See Sheet 1A For Index of Sheets
See Sheet 1B For Conventional Symbols



VICINITY MAP
(NOT TO SCALE)

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

CUMBERLAND COUNTY

LOCATION: SR 1003 (Camden Road) from Future I-295 (Fayetteville Outer Loop) To NC 59 (Hope Mills Road)

TYPE OF WORK: GRADING, PAVING, DRAINAGE AND SIGNALS

U-3422
STREAM AND WETLAND IMPACTS

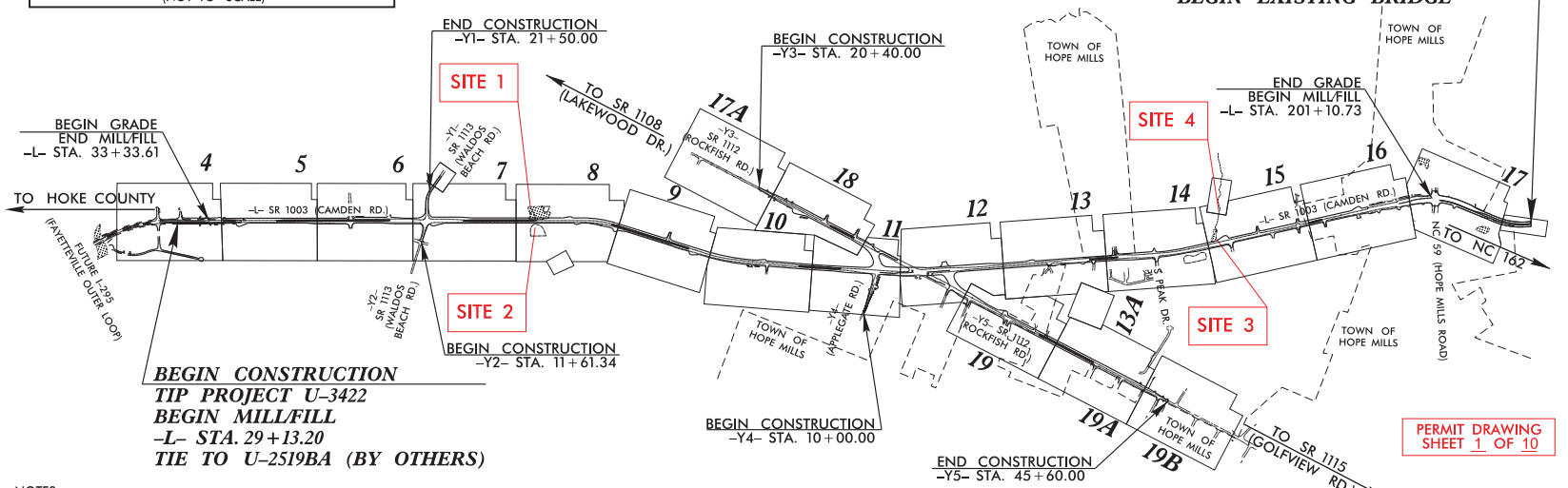
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-3422	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
39001.1.1	STP-1003 (131)	P.E.
39001.2.1	STP-1003 (179)	ROW
39001.2.2	STP-1003 (179)	UTILITIES
39001.3.1	STP-1003 (179)	CONSTRUCTION



NAD 83/NA 2011

END CONSTRUCTION
TIP PROJECT U-3422
END MILL/FILL
(APPROX 1405' E. OF END GRADE)
BEGIN EXISTING BRIDGE



BEGIN CONSTRUCTION
TIP PROJECT U-3422
BEGIN MILL/FILL
-L- STA. 29+13.20
TIE TO U-2519BA (BY OTHERS)

BEGIN CONSTRUCTION
-Y4- STA. 10+00.00

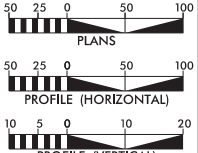
END CONSTRUCTION
-Y5- STA. 45+60.00

PERMIT DRAWING
SHEET 1 OF 10

NOTES:
THIS PROJECT HAS PARTIALLY CONTROLLED ACCESS WITH ACCESS BEING LIMITED TO POINTS SHOWN ON THE PLANS.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2017 = 26,100
ADT 2040 = 38,500
K = 9 %
D = 60 %
T = 4 % *
V = 50 MPH
(* TTST 1% + DUAL 3%)
FUNC CLASS = MINOR ARTERIAL
STATEWIDE TIER

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT U-3422 = 3.514 MILES
LENGTH STRUCTURE TIP PROJECT U-3422 = 0.000 MILES
TOTAL LENGTH TIP PROJECT U-3422 = 3.514 MILES

Prepared by the Office of:
HDR Engineering, Inc. of the Carolinas
555 Fayetteville St. Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JULY 30, 2021

LETTING DATE:
OCTOBER 17, 2023

PHILLIP E. ROGERS, PE
PROJECT ENGINEER

ALEXANDER D. SNIDER, PE
PROJECT DESIGN ENGINEER

SEAN MATUSZEWSKI, PE
NCDOT CONTACT

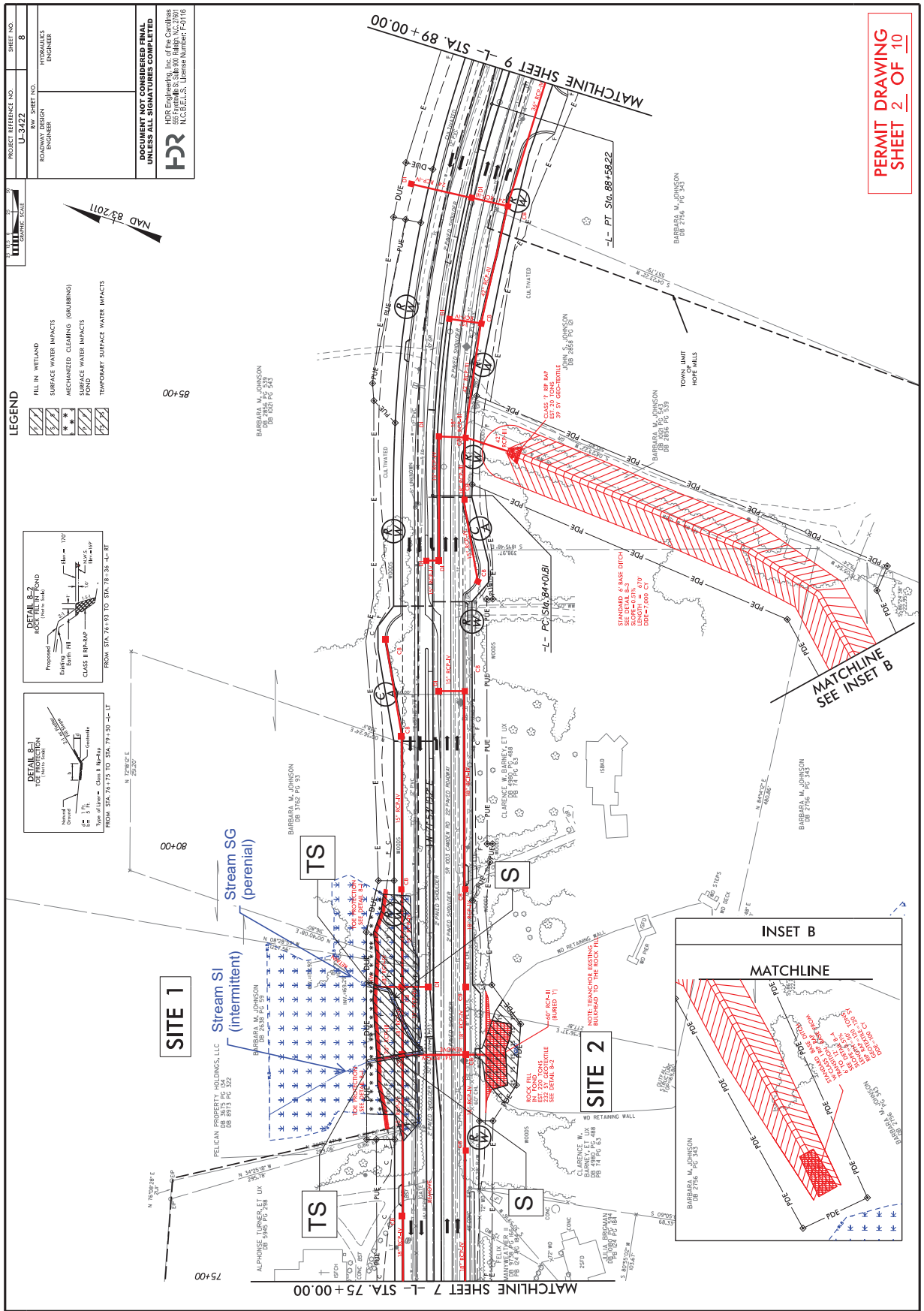
HYDRAULICS ENGINEER

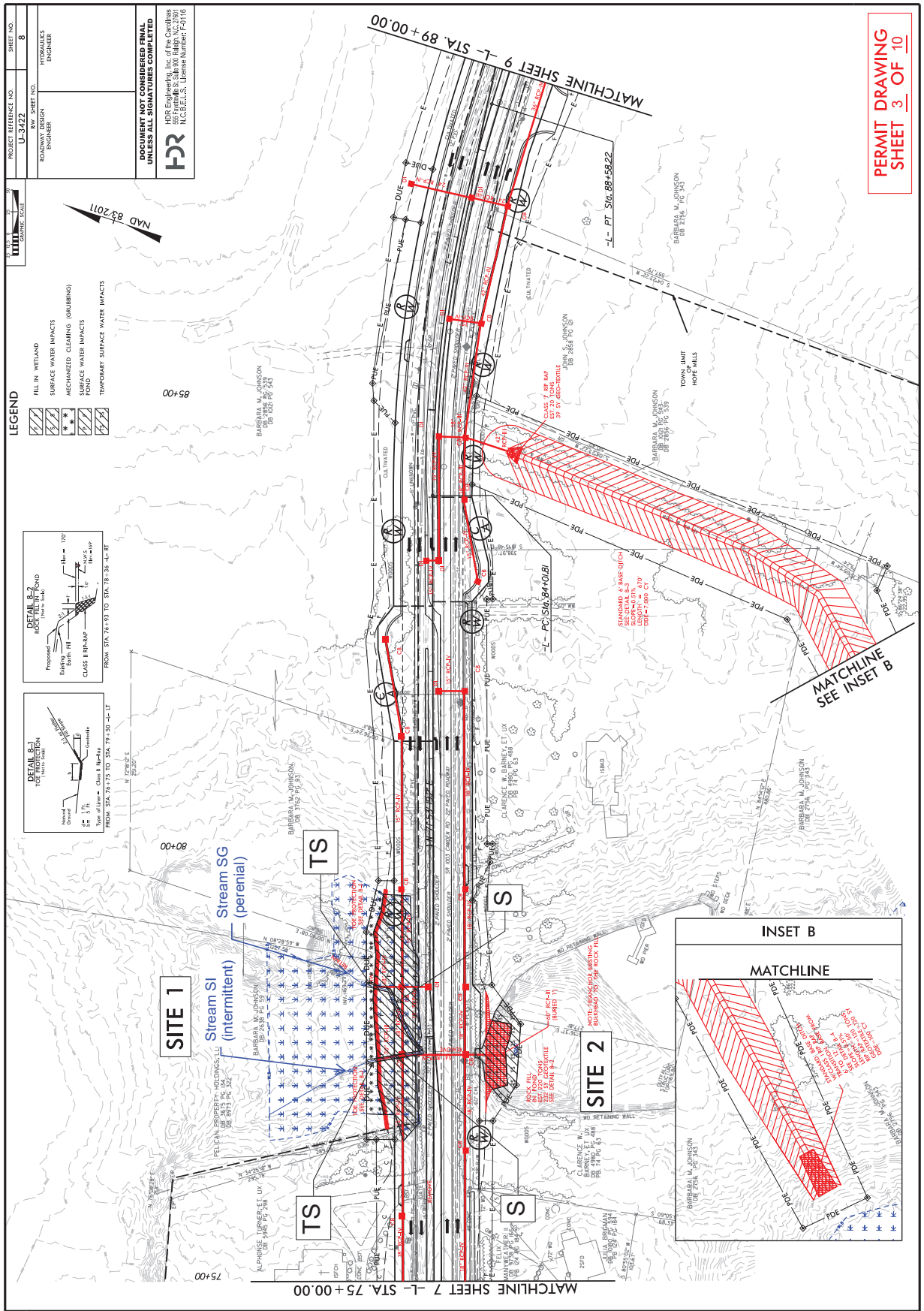
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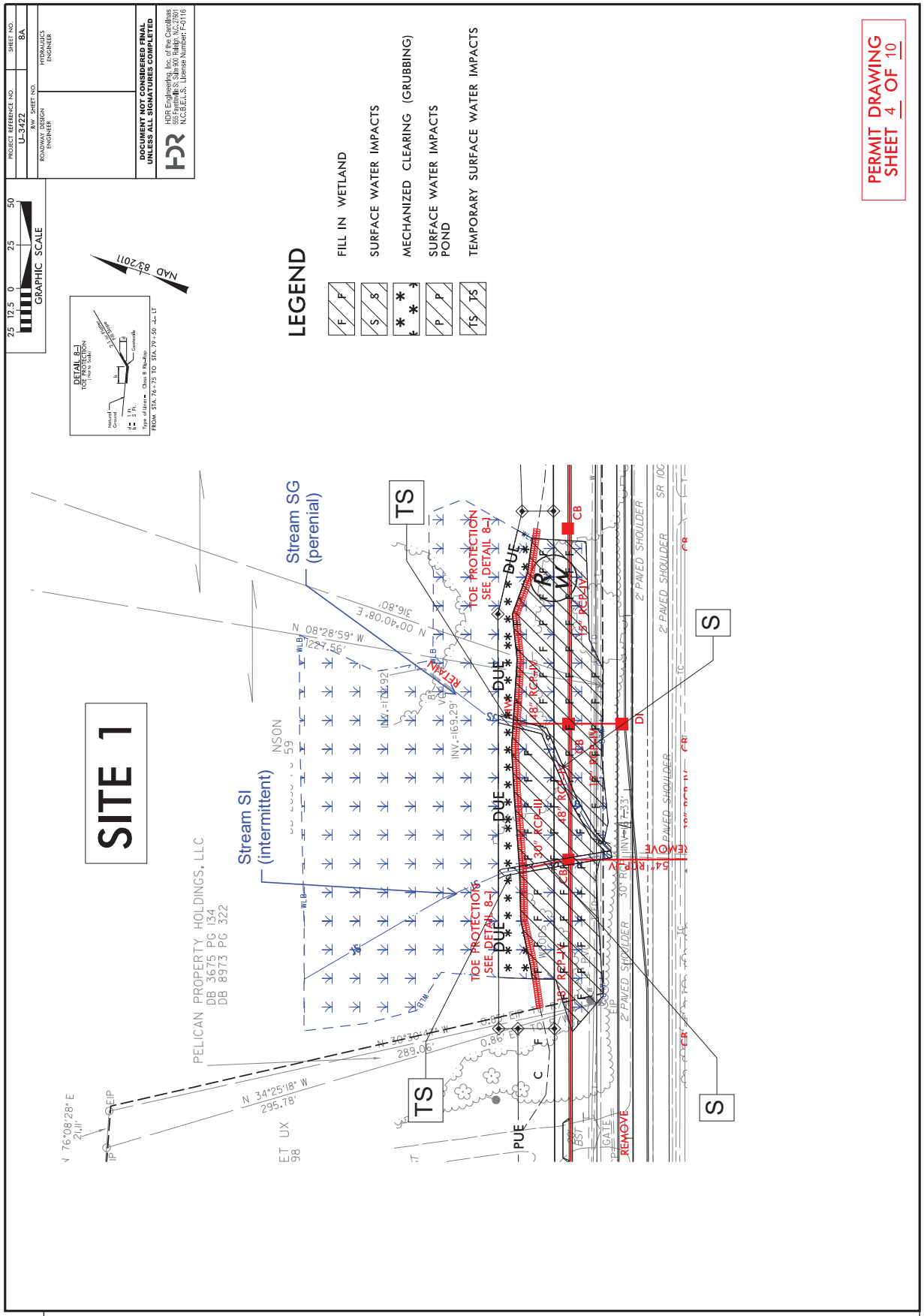
ROADWAY DESIGN ENGINEER

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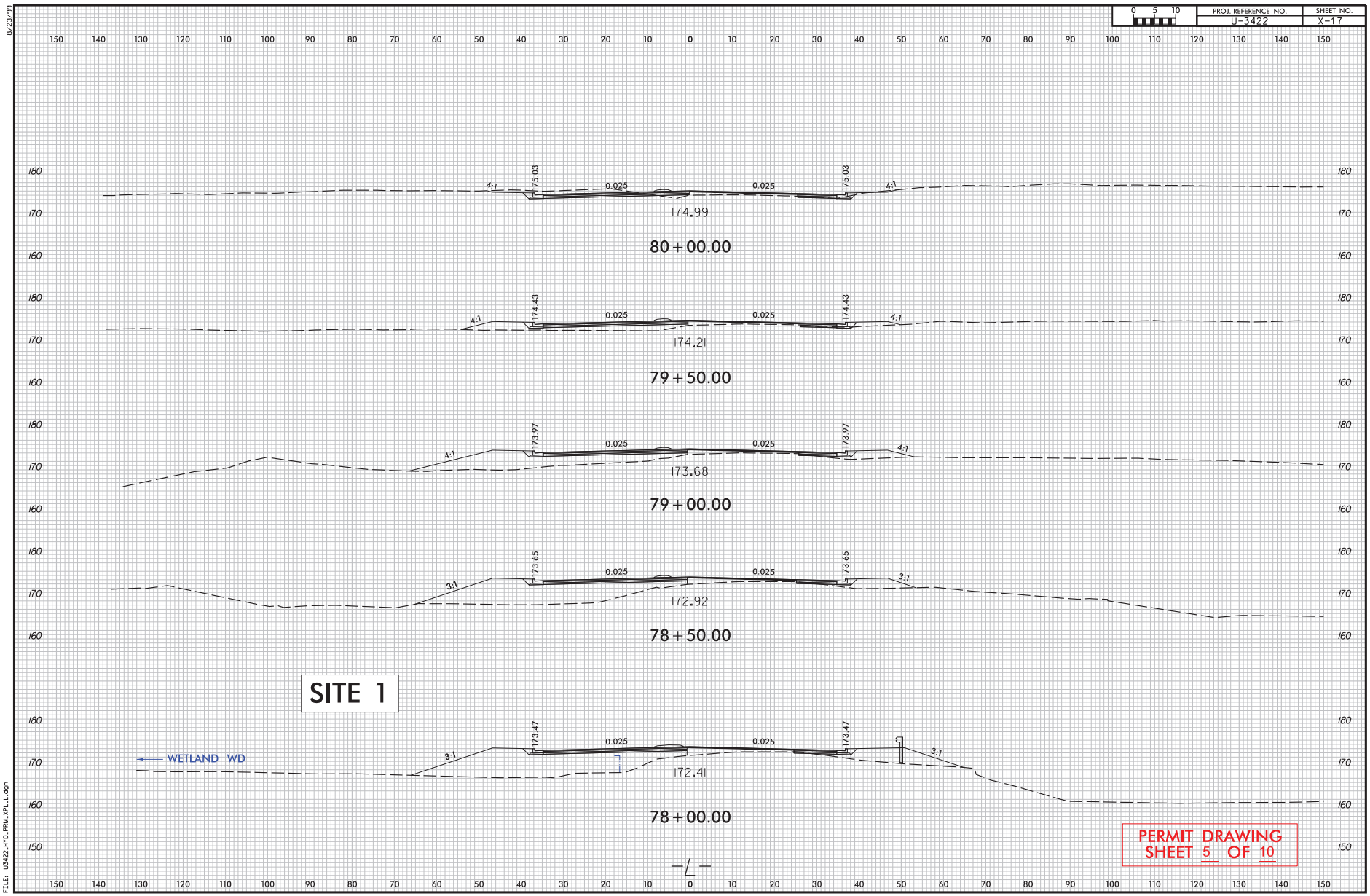
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION


PERMIT DRAWING
SHEET 2 OF 10
MATCHLINE SHEET 9 -L- STA. 89+00.00
MATCHLINE SHEET 7 -L- STA. 75+00.00
-L- PT Sta. 88+58.22
-L- PC Sta. 84+01.81
MATCHLINE SEE INSET B
INSET B
MATCHLINE
SITE 1
SITE 2
Stream SI (intermittent)
Stream SG (perennial)
TS
S
LEGEND
FILL IN WETLAND
SURFACE WATER IMPACTS
MECHANIZED CLEARING (GRUBBING)
SURFACE WATER IMPACTS POND
TEMPORARY SURFACE WATER IMPACTS
DETAIL 8-2
ROCK FILL POND
DETAIL 8-1
TOE PROTECTION
NAD 83/2011
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
HDR Engineering, Inc. of the Carolinas
1616 Rumbough Place, Suite 200, Roanoke Rapids, NC 27870
N.C.B.E.L.S. License Number: F-0116
PROJECT REFERENCE NO. U-3422
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
SHEET NO. 8
PARCEL OWNER ADDED, PARCEL 68 9/30/2021:
PARCEL 71 PUE DUE AND TCE REVISED, PDE ADDED, PARCEL 72 PUE REMOVED 2/2/2023:
PARCELS 64 & 65 & 72 CA ADDED, PARCELS 66, 67, & 71 CA REVISED, PARCELS 64-67 & 71 ROW REVISED, PARCELS 64-67 & 71 PUE REVISED, PARCELS 65-66 PDE REVISED, PARCELS 64-67 & 71-72 TCE REVISED 10/27/2022:
PARCELS 67 AND 68 CHANGED TO PARCEL 65 3/15/2023:
REVISIONS
FILE: NCDOT\2015_NCDOT_East+Reg_Div_Planning_Design_LSA\NCDOT-U-3422_TO_1\6.0_CAD_BIM\6.2_Work_In_Progress\U-3422_Hydraulics\PERMITS_Environmental\Drawings\U3422_HYD_PRM_MET_PSH.dgn
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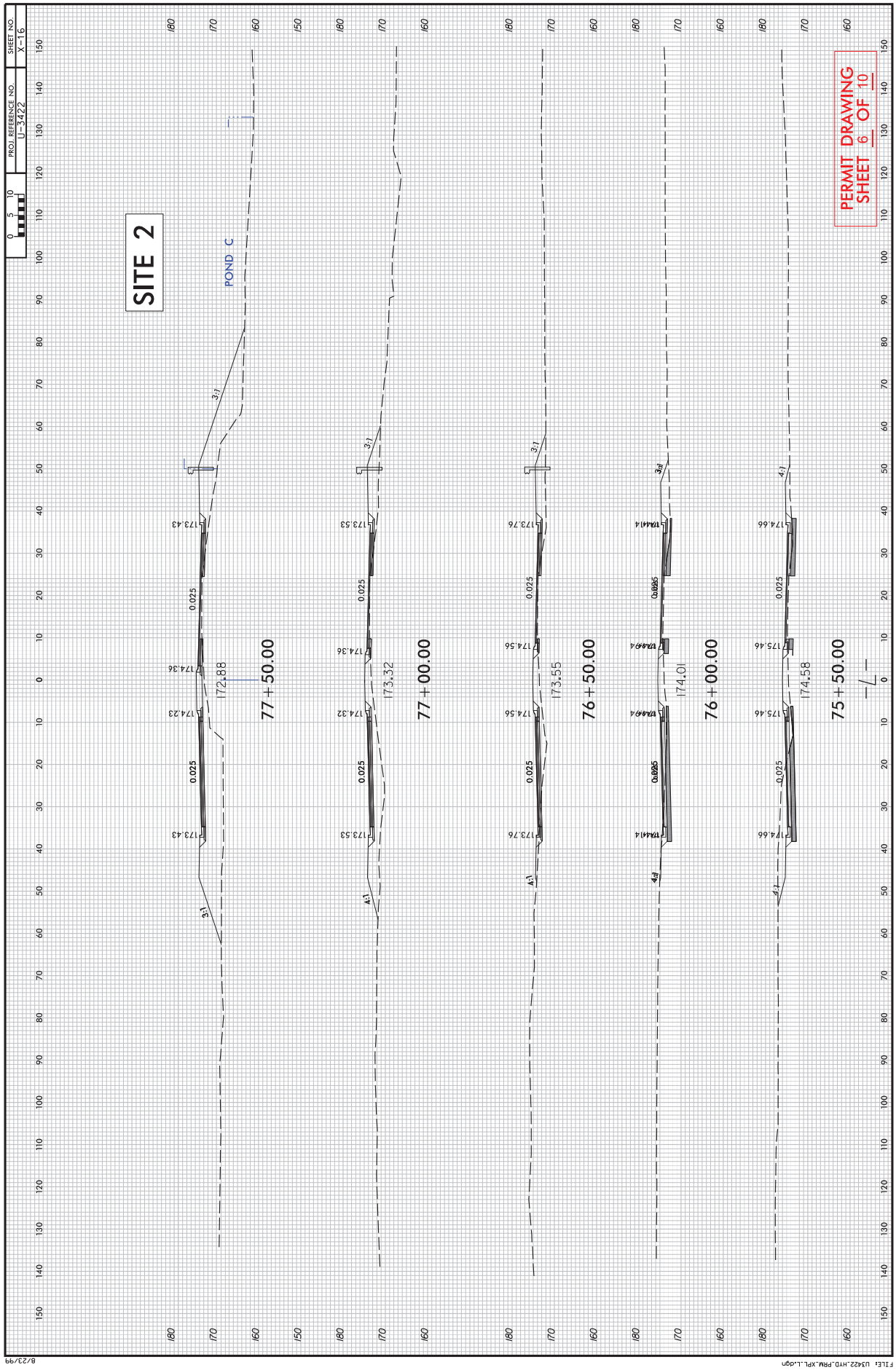

PERMIT DRAWING
SHEET 3 OF 10
MATCHLINE SHEET 9 -L- STA. 89+00.00
MATCHLINE SHEET 7 -L- STA. 75+00.00
-L- PT Sta. 88+58.22
-L- PC Sta. 84+01.81
MATCHLINE SEE INSET B
INSET B
MATCHLINE
SITE 1
SITE 2
Stream SG (perenial)
Stream SI (intermittent)
TS
S
LEGEND
FILL IN WETLAND
SURFACE WATER IMPACTS
MECHANIZED CLEARING (GRUBBING)
SURFACE WATER IMPACTS POND
TEMPORARY SURFACE WATER IMPACTS
DETAIL 8-2
ROCK FILL POND
DETAIL 8-1
TOE PROTECTION
PROJECT REFERENCE NO.
U-3422
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
SHEET NO.
8
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
HDR Engineering, Inc. of the Carolinas
1616 Rexwoods Drive, Suite 300, Raleigh, NC 27607
N.C.B.E.A.S. License Number: F-0116
NAD 83/2011
GRAPHIC SCALE
REVISIONS
9/30/2021: PARCEL OWNER ADDED; PARCEL 68
3/25/2022: PARCEL 71 PUE DUE AND TCE REVISED; PDE ADDED; PARCEL 72 PUE REMOVED
10/27/2022: PARCELS 64, 65 & 72 CA ADDED; PARCELS 66, 67, & 71 CA REVISED; PARCELS 64-67 & 71 ROW REVISED; PARCELS 64, 67, 71 PUE REVISED; PARCELS 63-66 PDE REVISED; PARCELS 64-67 & 71-72 TCE REVISED
2/2/2023: PARCELS 66 & 67 ROW LABELS ADDED
3/1/2023: PARCELS 67 AND 68 CHANGED TO PARCEL 65
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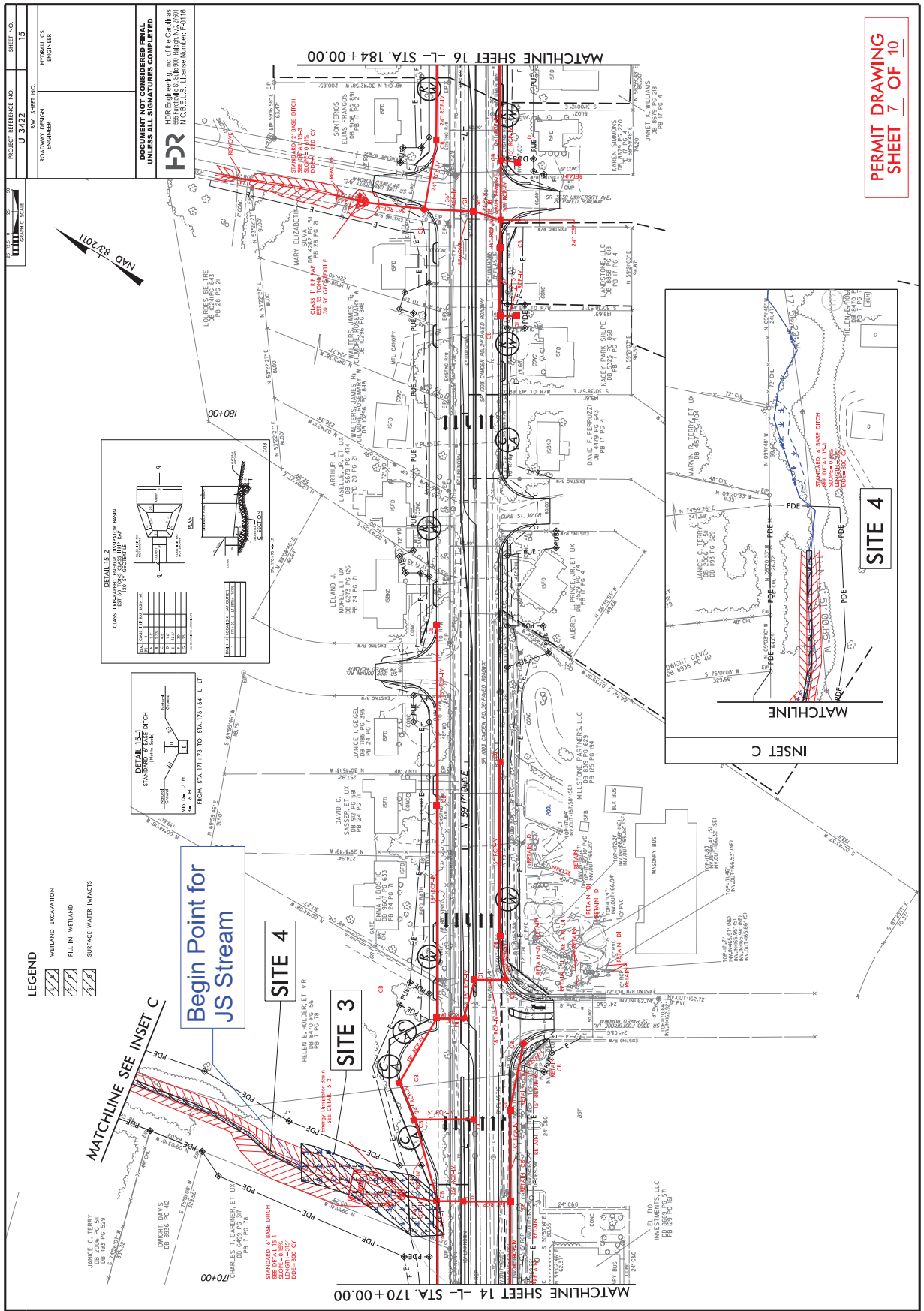
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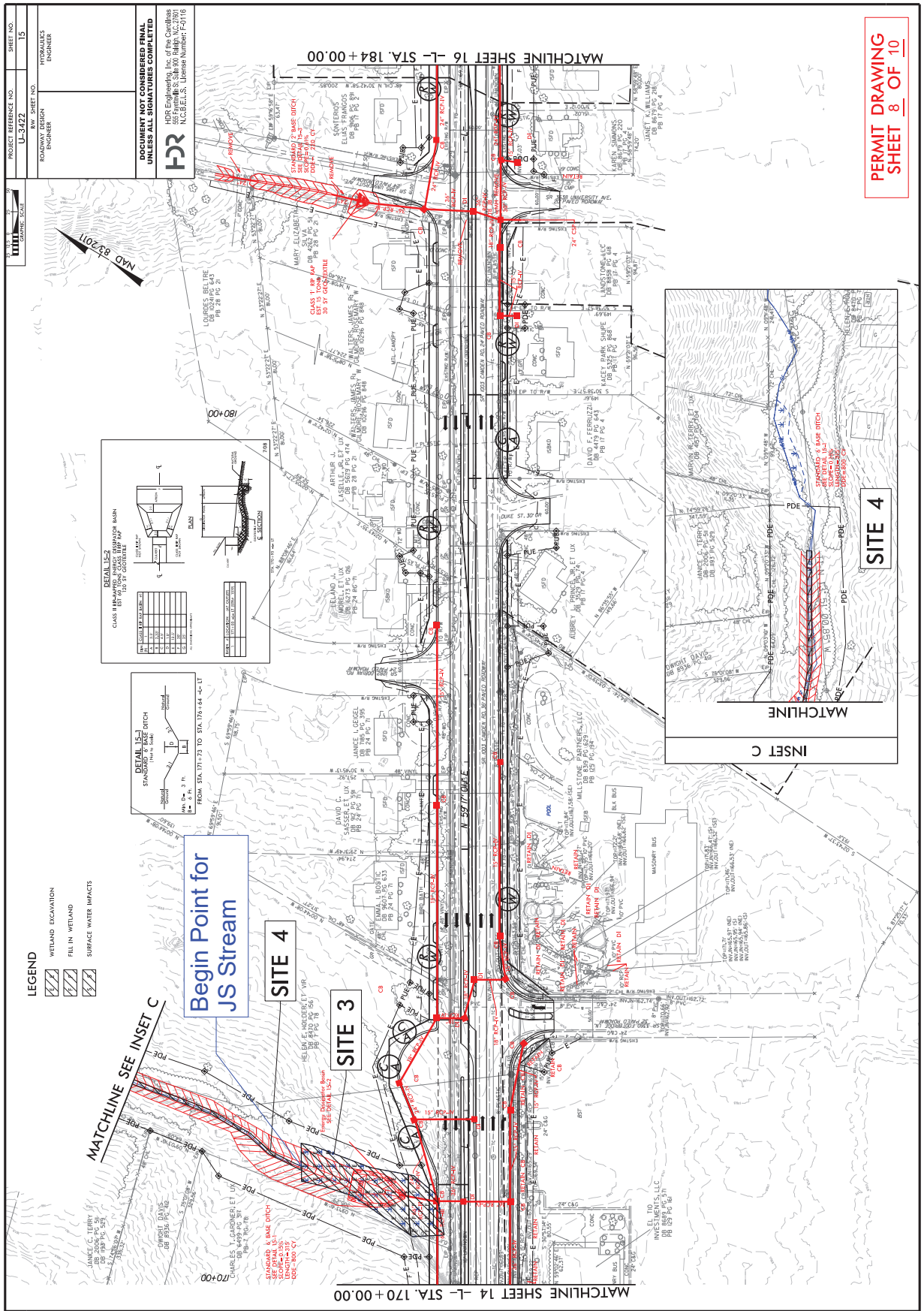

0 5 10
PROJ. REFERENCE NO. U-3422
SHEET NO. X-17
8/23/99
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150
180
170
160
150
4:1
173.03
0.025
0.025
173.03
4:1
174.99
80+00.00
4:1
174.43
0.025
0.025
174.43
4:1
174.21
79+50.00
4:1
173.97
0.025
0.025
173.97
4:1
173.68
79+00.00
3:1
173.65
0.025
0.025
173.65
3:1
172.92
78+50.00
SITE 1
WETLAND WD
3:1
173.47
0.025
0.025
173.47
3:1
172.41
78+00.00
PERMIT DRAWING
SHEET 5 OF 10
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DATE: 5/3/2023

P-24



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8/23/99

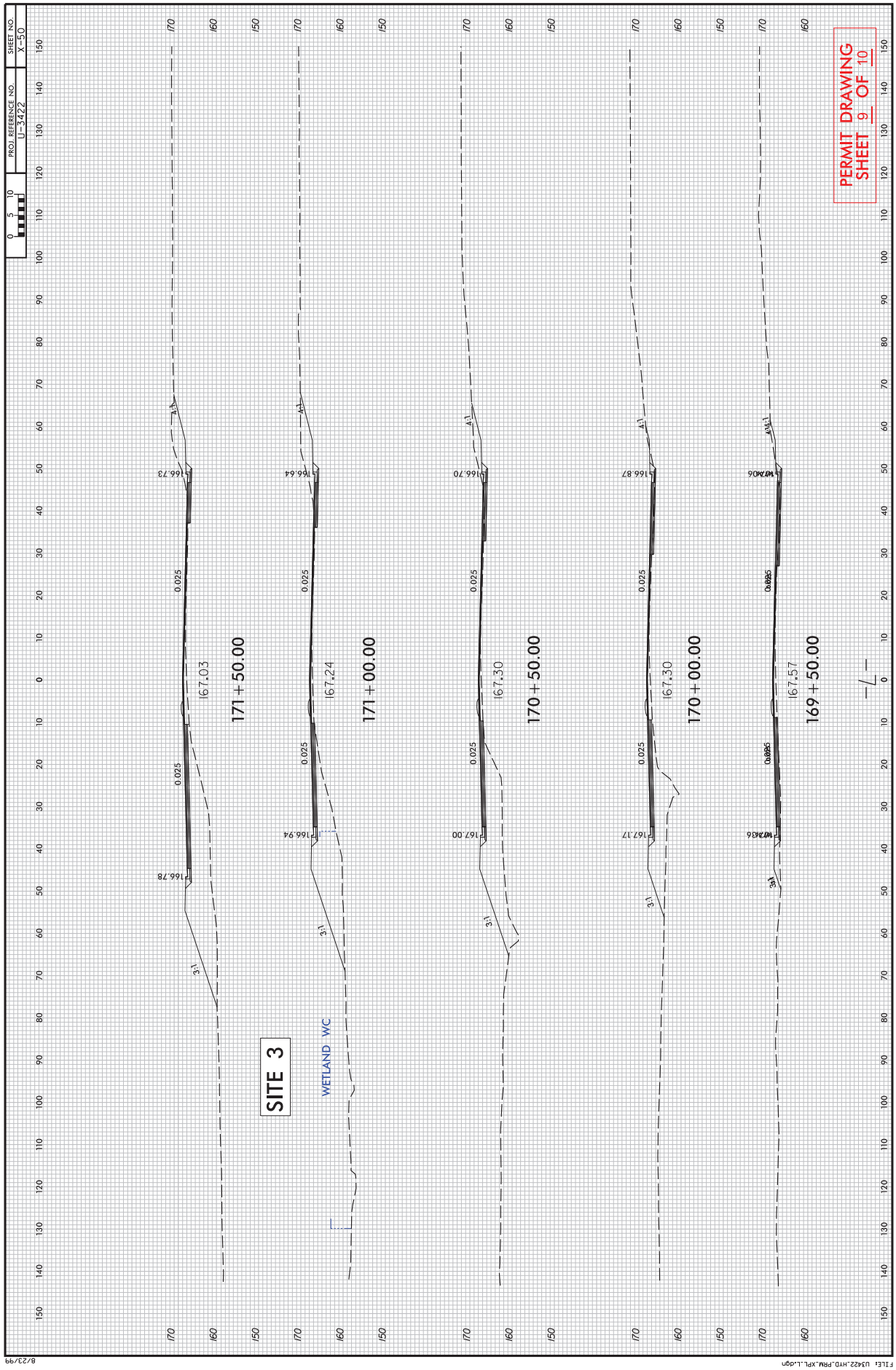

PERMIT DRAWING
SHEET 7 OF 10
PROJECT REFERENCE NO. U-3422
SHEET NO. 15
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
HDR Engineering, Inc. of the Carolinas
1616 E. Millbrook Road, Suite 210
Raleigh, NC 27609
N.C.B.E.L.S. License Number: F-0116
GRAPHIC SCALE
NAD 83/2011
MATCHLINE SHEET 16 -L- STA. 184+00.00
MATCHLINE SHEET 14 -L- STA. 170+00.00
MATCHLINE SEE INSET C
INSET C
SITE 3
SITE 4
Begin Point for JS Stream
LEGEND
WETLAND EXCAVATION
FILL IN WETLAND
SURFACE WATER IMPACTS
DETAIL 15-2
CLASS II RIP-RAP OUTLET PROTECTION FOR BASIN 189 AT STA. 170+00 -L- 100 SY GEOTEXTILE
DETAIL 15-1
STANDARD 6 BASE DITCH
SEE DETAIL 15-1
LOCATION: STA. 171+73 TO STA. 176+64 -L- LT
LENGTH = 315'
DDE = 800 CY
Energy Dissipator Basin SEE DETAIL 15-2
STANDARD 6 BASE DITCH
SEE DETAIL 15-1
LOCATION: STA. 176+64 -L- LT
LENGTH = 315'
DDE = 800 CY
SONTEROS ELIZABETH ANN DB 3905 PG 83 PB 2 PG 21
MARY ELIZABETH SILVA DB 4524 PG 59 PB 28 PG 21
LOURDES BELTRE DB 1024 PG 643 PB 28 PG 21
JAMES, JR. & WALTERS, ROSEMARY DB 5679 PG 474 PB 28 PG 21
ARTHUR J. LASELLE, JR. ET UX DB 5679 PG 474 PB 28 PG 21
LELAND J. MORELL ET UX DB 6273 PG 126 PB 24 PG 71
JANICE LOEGEL DB 1765 PG 585 PB 24 PG 71
DAVID C. SASSER, ET UX DB 1765 PG 585 PB 24 PG 71
EMMA JU BOSTIC DB 1765 PG 633 PB 24 PG 71
HELEN E. HOLDER, ET VIR DB 1765 PG 586 PB 7 PG 78
CHARLES T. GARDNER, ET UX DB 4640 PG 357 PB 17 PG 78
DWIGHT DAVIS DB 8936 PG 412
JANICE C. TERRY DB 2006 PG 51 DB 893 PG 529
EL TIO INVESTMENTS, LLC DB 8689 PG 571 PB 129 PG 187
MILLSTONE PARTNERS, LLC DB 8679 PG 259 PB 125 PG 194
KAREN SIMMONS DB 8679 PG 220 PB 17 PG 4
JANET K. WILLIAMS DB 8679 PG 218 PB 17 PG 4
LANDSTONE, LLC DB 8858 PG 618 PB 17 PG 4
KACEY PARK SHUPE DB 8370 PG 868 PB 17 PG 4
DAVID F. FERRUZZI DB 4765 PG 445 PB 17 PG 4
MARVIN R. TERRY, ET UX DB 457 PG 454
HELEN E. PRICE DB 8470 PG 1 PB 17 PG 4
AUBREY L. PRINCE, JR. ET UX DB 3979 PG 474 PB 17 PG 4
SR 1003 CAMDEN RD. (SR 1003) 24' PAVED ROADWAY
SR 1836 UNIVERSITY AVE. PAVED ROADWAY
PDE
PUE
ISFD
ISBKD
CONC
MTL CANOPY
MASONRY BLD
BLK BLDG
POOL
24" C&G
48" CMP
72" CMP
18" RCP
24" RCP
30" RCP
36" RCP
CB
DI
RETAIN
RETAIN DI
RETAIN CB
INV-IN=162.72'
INV-OUT=162.72'
INV-IN=165.95' (SE)
INV-OUT=165.86' (S)
INV-IN=165.37' (NE)
INV-OUT=165.86' (S)
INV-IN=165.45' (NE)
INV-OUT=165.86' (S)
INV-IN=165.47' (SE)
INV-OUT=166.20' (NE)
INV-IN=166.84'
INV-OUT=166.84'
INV-IN=166.84' (SE)
INV-OUT=166.84' (NE)
TOP=171.37'
TOP=171.71'
TOP=172.24'
TOP=171.45'
TOP=172.24'
TOP=171.83'
TOP=171.47' (S)
TOP=171.47' (SE)
TOP=171.47' (NE)
TOP=171.47' (E)
TOP=171.47' (W)
TOP=171.47' (N)
TOP=171.47' (NW)
TOP=171.47' (SW)
N 59° 17' 00" E
N 53°22'27" E 81.00'
S 53°22'27" W 81.00'
N 30°40'13" W 214.94'
N 29°31'49" W 214.94'
N 30°40'13" W 139.60'
N 30°42'54" W 200.85'
S 69°59'46" W 94.50'
N 69°59'46" E 94.50'
S 75°01'08" W 329.56'
N 75°01'08" E 329.56'
N 74°58'26" E 147.58'
S 74°58'26" W 147.58'
N 15°01'34" W 800.00'
S 15°01'34" E 800.00'
S 30°38'57" E 69.61'
N 30°38'57" W 69.61'
N 59°21'03" E 94.47'
N 59°21'03" W 94.47'
S 59°21'03" E 94.47'
S 59°21'03" W 94.47'
N 30°40'13" W 139.60'
S 30°40'13" E 139.60'
S 87°25'17" E 103.53'
S 00°43'17" W 85.14'
S 00°43'17" W 85.14'
S 87°25'17" E 103.53'
N 87°25'17" W 103.53'
N 00°43'17" E 85.14'
S 00°43'17" W 85.14'
N 87°25'17" W 103.53'
S 87°25'17" E



REVISIONS

9/30/2021: PARCEL OWNERS ADDED; PARCELS 186 AND 189–194; TCE REVISED ON PARCEL 186
10/8/2021: PUE REVISED ON PARCEL 185
3/25/2022: PARCELS 169–174,178,179,188 PUE REMOVED; PARCELS 169,173,174 DUE REMOVED; PARCEL 175 TCE REMOVED AND DUE REVISED; PARCELS 163,170,171,175,176,177,180,181,184,185,187,188 PUE REVISED;
PARCELS 163,171,172,177–179,183,188 TCE REVISED; PARCELS 173,174 PDE AND TCE ADDED; PARCELS 170,180,181 TCE ADDED
8/1/2022: PARCELS 171–174,175–177,180,181 & 187 ROW REVISED; PARCEL 177 PDE REVISED, AND TCE REVISED
8/1/2022: PARCEL 190 OWNER CHANGE; PARCEL 191 REMOVED
11/21/2022: PDE REVISED ON PARCELS 169 & 177; PARCELS 189, 190, 192, 193, & 194
3/21/2023: PARCEL 184 CHANGED TO PARCEL 183; OWNER 183 NAME CHANGED

FILE: NCDOT\2015_NCDOT_Eos+_Reg_Div\Planning_Design_LSA\NCDOT-U-3422_10_L\6.0_CAD_BIM\6.2_Work_In_Progress\U-3422\Hydraulics\PERMITS_Environmental\Drawings\U3422_HYD_PRM_MET_PSH.dgn
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8/23/99

WETLAND AND SURACE WATER IMPACTS SUMMARY

			WETLAND IMPACTS					SURFACE WATER IMPACTS				
Site No.	Station (From/To)	Structure Size / Type	Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
1	76+61 / 79+49 -L- LT	Roadway Fill	0.26			0.06						
		Stream SI (Int)						0.005	0.001	54	12	
		Stream SG (Per)						0.009	0.001	100	9	
2	77+20 / 78+00 -L- RT	Fill in Pond						0.05	0.04			
3	170+55 -171+60 -L- LT	Roadway Fill	0.05		0.14							
4	172+00 -L- LT	6' Base Tail Ditch						0.03		254		
TOTALS*:			0.31		0.14	0.06		0.09	0.04	408	21	0

*Rounded totals are sum of actual impacts

NOTES:

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
05/10/2023
CUMBERLAND COUNTY
U-3422 CAMDEN ROAD
WBS 39001.1.1
SHEET 10 OF 10

Revised 2018 Feb

P-29

County: CUMBERLAND

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
			ROADWAY ITEMS			
0001	0000100000-N	800	MOBILIZATION	Lump Sum	L.S.	
0002	0000400000-N	801	CONSTRUCTION SURVEYING	Lump Sum	L.S.	
0003	0043000000-N	226	GRADING	Lump Sum	L.S.	
0004	0050000000-E	226	SUPPLEMENTARY CLEARING & GRUBBING	1 ACR		
0005	0057000000-E	226	UNDERCUT EXCAVATION	100 CY		
0006	0134000000-E	240	DRAINAGE DITCH EXCAVATION	1,160 CY		
0007	0195000000-E	265	SELECT GRANULAR MATERIAL	100 CY		
0008	0196000000-E	270	GEOTEXTILE FOR SOIL STABILIZATION	100 SY		
0009	0199000000-E	SP	TEMPORARY SHORING	6,900 SF		
0010	0255000000-E	SP	GENERIC GRADING ITEM HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL	50 TON		
0011	0318000000-E	300	FOUNDATION CONDITIONING MATERIAL, MINOR STRUCTURES	2,630 TON		
0012	0321000000-E	300	FOUNDATION CONDITIONING GEOTEXTILE	8,260 SY		
0013	0342000000-E	310	**" SIDE DRAIN PIPE (48")	68 LF		
0014	0343000000-E	310	15" SIDE DRAIN PIPE	60 LF		
0015	0345000000-E	310	24" SIDE DRAIN PIPE	116 LF		
0016	0366000000-E	310	15" RC PIPE CULVERTS, CLASS III	32 LF		
0017	0372000000-E	310	18" RC PIPE CULVERTS, CLASS III	476 LF		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0018	0378000000-E	310	24" RC PIPE CULVERTS, CLASS III	1,744 LF		
0019	0384000000-E	310	30" RC PIPE CULVERTS, CLASS III	1,888 LF		
0020	0390000000-E	310	36" RC PIPE CULVERTS, CLASS III	1,480 LF		
0021	0396000000-E	310	42" RC PIPE CULVERTS, CLASS III	172 LF		
0022	0402000000-E	310	48" RC PIPE CULVERTS, CLASS III	4,196 LF		
0023	0414000000-E	310	60" RC PIPE CULVERTS, CLASS III	1,480 LF		
0024	0420000000-E	310	66" RC PIPE CULVERTS, CLASS III	164 LF		
0025	0448200000-E	310	15" RC PIPE CULVERTS, CLASS IV	7,864 LF		
0026	0448300000-E	310	18" RC PIPE CULVERTS, CLASS IV	2,532 LF		
0027	0448400000-E	310	24" RC PIPE CULVERTS, CLASS IV	1,508 LF		
0028	0448500000-E	310	30" RC PIPE CULVERTS, CLASS IV	380 LF		
0029	0448600000-E	310	36" RC PIPE CULVERTS, CLASS IV	596 LF		
0030	0995000000-E	340	PIPE REMOVAL	939 LF		
0031	1099500000-E	505	SHALLOW UNDERCUT	250 CY		
0032	1099700000-E	505	CLASS IV SUBGRADE STABILIZATION	500 TON		
0033	1112000000-E	505	GEOTEXTILE FOR SUBGRADE STABILIZATION	750 SY		
0034	1220000000-E	545	INCIDENTAL STONE BASE	1,000 TON		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0035	1297000000-E	607	MILLING ASPHALT PAVEMENT, ***" DEPTH (3")	12,000 SY		
0036	1330000000-E	607	INCIDENTAL MILLING	2,700 SY		
0037	1491000000-E	610	ASPHALT CONC BASE COURSE, TYPE B25.0C	31,900 TON		
0038	1503000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0C	25,000 TON		
0039	1519000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	700 TON		
0040	1523000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	20,700 TON		
0041	1524200000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	1,600 TON		
0042	1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	3,905 TON		
0043	1577000000-E	620	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	95 TON		
0044	1693000000-E	654	ASPHALT PLANT MIX, PAVEMENT REPAIR	1,145 TON		
0045	2209000000-E	838	ENDWALLS	3.4 CY		
0046	2253000000-E	840	PIPE COLLARS	0.553 CY		
0047	2275000000-E	SP	FLOWABLE FILL	9 CY		
0048	2286000000-N	840	MASONRY DRAINAGE STRUCTURES	240 EA		
0049	2297000000-E	840	MASONRY DRAINAGE STRUCTURES	122.462 CY		
0050	2308000000-E	840	MASONRY DRAINAGE STRUCTURES	220 LF		
0051	2364000000-N	840	FRAME WITH TWO GRATES, STD 840.16	74 EA		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0052	2364200000-N	840	FRAME WITH TWO GRATES, STD 840.20	1 EA		
0053	2366000000-N	840	FRAME WITH TWO GRATES, STD 840.24	1 EA		
0054	2367000000-N	840	FRAME WITH TWO GRATES, STD 840.29	5 EA		
0055	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE ** (E)	34 EA		
0056	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE ** (F)	70 EA		
0057	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE ** (G)	60 EA		
0058	2396000000-N	840	FRAME WITH COVER, STD 840.54	8 EA		
0059	2451000000-N	852	CONCRETE TRANSITIONAL SECTION FOR DROP INLET	51 EA		
0060	2535000000-E	846	**" X **" CONCRETE CURB (8" X 18")	240 LF		
0061	2542000000-E	846	1'-6" CONCRETE CURB & GUTTER	5,000 LF		
0062	2549000000-E	846	2'-6" CONCRETE CURB & GUTTER	26,700 LF		
0063	2580000000-E	846	CONCRETE VALLEY GUTTER	60 LF		
0064	2591000000-E	848	4" CONCRETE SIDEWALK	14,200 SY		
0065	2605000000-N	848	CONCRETE CURB RAMPS	100 EA		
0066	2612000000-E	848	6" CONCRETE DRIVEWAY	1,420 SY		
0067	2627000000-E	852	4" CONCRETE ISLAND COVER	3,900 SY		
0068	2655000000-E	852	5" MONOLITHIC CONCRETE ISLANDS (KEYED IN)	6,000 SY		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0069	2800000000-N	858	ADJUSTMENT OF CATCH BASINS	1 EA		
0070	2830000000-N	858	ADJUSTMENT OF MANHOLES	2 EA		
0071	2860000000-N	859	CONVERT EXISTING CATCH BASIN TO JUNCTION BOX	1 EA		
0072	2905000000-N	859	CONVERT EXISTING DROP INLET TO JUNCTION BOX	1 EA		
0073	3030000000-E	862	STEEL BEAM GUARDRAIL	25 LF		
0074	3105000000-N	862	STEEL BEAM GUARDRAIL TERMINAL SECTIONS	2 EA		
0075	3150000000-N	862	ADDITIONAL GUARDRAIL POSTS	5 EA		
0076	3628000000-E	876	RIP RAP, CLASS I	15 TON		
0077	3635000000-E	876	RIP RAP, CLASS II	60 TON		
0078	3656000000-E	876	GEOTEXTILE FOR DRAINAGE	2,250 SY		
0079	4072000000-E	903	SUPPORTS, 3-LB STEEL U-CHANNEL	2,401 LF		
0080	4096000000-N	904	SIGN ERECTION, TYPE D	2 EA		
0081	4102000000-N	904	SIGN ERECTION, TYPE E	168 EA		
0082	4116100000-N	904	SIGN ERECTION, RELOCATE TYPE **** (GROUND MOUNTED) (D)	2 EA		
0083	4155000000-N	907	DISPOSAL OF SIGN SYSTEM, U-CHANNEL	60 EA		
0084	4192000000-N	907	DISPOSAL OF SUPPORT, U-CHANNEL	4 EA		
0085	4400000000-E	1110	WORK ZONE SIGNS (STATIONARY)	744 SF		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0086	4405000000-E	1110	WORK ZONE SIGNS (PORTABLE)	640 SF		
0087	4410000000-E	1110	WORK ZONE SIGNS (BARRICADE MOUNTED)	364 SF		
0088	4430000000-N	1130	DRUMS	780 EA		
0089	4435000000-N	1135	CONES	100 EA		
0090	4445000000-E	1145	BARRICADES (TYPE III)	192 LF		
0091	4447000000-E	SP	PEDESTRIAN CHANNELIZING DEVICES	134 LF		
0092	4455000000-N	1150	FLAGGER	350 DAY		
0093	4465000000-N	1160	TEMPORARY CRASH CUSHIONS	4 EA		
0094	4470000000-N	1160	REMOVE & RESET TEMPORARY CRASH CUSHION	2 EA		
0095	4490000000-E	1170	PORTABLE CONCRETE BARRIER (ANCHORED)	491 LF		
0096	4505000000-E	1170	REMOVE & RESET PORTABLE CONCRETE BARRIER (ANCHORED)	420 LF		
0097	4510000000-N	1190	LAW ENFORCEMENT	300 HR		
0098	4516000000-N	1180	SKINNY DRUM	100 EA		
0099	4650000000-N	1251	TEMPORARY RAISED PAVEMENT MARKERS	1,384 EA		
0100	4685000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 MILS)	56,126 LF		
0101	4695000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS)	4,395 LF		
0102	4700000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS)	515 LF		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0103	4709000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	2,256 LF		
0104	4720000000-E	1205	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS)	90 EA		
0105	4725000000-E	1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	203 EA		
0106	4810000000-E	1205	PAINT PAVEMENT MARKING LINES (4")	108,550 LF		
0107	4820000000-E	1205	PAINT PAVEMENT MARKING LINES (8")	620 LF		
0108	4835000000-E	1205	PAINT PAVEMENT MARKING LINES (24")	830 LF		
0109	4840000000-N	1205	PAINT PAVEMENT MARKING CHARACTER	16 EA		
0110	4845000000-N	1205	PAINT PAVEMENT MARKING SYMBOL	158 EA		
0111	4850000000-E	1205	REMOVAL OF PAVEMENT MARKING LINES (4")	13,089 LF		
0112	4860000000-E	1205	REMOVAL OF PAVEMENT MARKING LINES (8")	62 LF		
0113	4870000000-E	1205	REMOVAL OF PAVEMENT MARKING LINES (24")	120 LF		
0114	4875000000-N	1205	REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS	16 EA		
0115	4900000000-N	1251	PERMANENT RAISED PAVEMENT MARKERS	969 EA		
0116	5325200000-E	1510	2" WATER LINE	12 LF		
0117	5325600000-E	1510	6" WATER LINE	58 LF		
0118	5325800000-E	1510	8" WATER LINE	12,659 LF		
0119	5326200000-E	1510	12" WATER LINE	5,843 LF		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0120	5326600000-E	1510	16" WATER LINE	9,605 LF		
0121	5329000000-E	1510	DUCTILE IRON WATER PIPE FITTINGS	63,047 LB		
0122	5536000000-E	1515	2" VALVE	2 EA		
0123	5540000000-E	1515	6" VALVE	44 EA		
0124	5546000000-E	1515	8" VALVE	25 EA		
0125	5558000000-E	1515	12" VALVE	12 EA		
0126	5558600000-E	1515	16" VALVE	11 EA		
0127	5590000000-E	1515	**" COMBINATION AIR VALVE (2")	3 EA		
0128	5606000000-E	1515	2" BLOW OFF	3 EA		
0129	5643000000-E	1515	**" WATER METER (1")	60 EA		
0130	5643200000-E	1515	2" WATER METER	2 EA		
0131	5643600000-E	1515	6" WATER METER	1 EA		
0132	5649000000-N	1515	RECONNECT WATER METER	8 EA		
0133	5653600000-E	1515	6" DCV BACKFLOW PREVENTION ASSEMBLY	1 EA		
0134	5656000000-E	1515	**" RPZ BACKFLOW PREVENTION ASSEMBLY (1")	9 EA		
0135	5656200000-E	1515	2" RPZ BACKFLOW PREVENTION ASSEMBLY	1 EA		
0136	5666000000-N	1515	FIRE HYDRANT	35 EA		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0137	5673000000-E	1515	FIRE HYDRANT LEG	497 LF		
0138	5686000000-E	1515	**" WATER SERVICE LINE (2")	73 LF		
0139	5686500000-E	1515	WATER SERVICE LINE	812 LF		
0140	5691300000-E	1520	8" SANITARY GRAVITY SEWER	1,487 LF		
0141	5691500000-E	1520	12" SANITARY GRAVITY SEWER	444 LF		
0142	5709400000-E	1520	8" FORCE MAIN SEWER	107 LF		
0143	5768000000-N	1520	SANITARY SEWER CLEAN-OUT	3 EA		
0144	5768500000-E	1520	SEWER SERVICE LINE	66 LF		
0145	5769000000-E	1520	DUCTILE IRON SEWER PIPE FITTINGS	484 LB		
0146	5775000000-E	1525	4' DIA UTILITY MANHOLE	15 EA		
0147	5800000000-E	1530	ABANDON 6" UTILITY PIPE	1,420 LF		
0148	5801000000-E	1530	ABANDON 8" UTILITY PIPE	941 LF		
0149	5804000000-E	1530	ABANDON 12" UTILITY PIPE	7,918 LF		
0150	5810000000-E	1530	ABANDON 16" UTILITY PIPE	8,299 LF		
0151	5815000000-N	1530	REMOVE WATER METER	3 EA		
0152	5815500000-N	1530	REMOVE FIRE HYDRANT	18 EA		
0153	5828000000-N	1530	REMOVE UTILITY MANHOLE	1 EA		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0154	5835700000-E	1540	16" ENCASEMENT PIPE	915 LF		
0155	5836000000-E	1540	24" ENCASEMENT PIPE	142 LF		
0156	5836200000-E	1540	30" ENCASEMENT PIPE	243 LF		
0157	5872500000-E	1550	BORE AND JACK OF **" (16")	269 LF		
0158	5882000000-N	SP	GENERIC UTILITY ITEM ADJUSTMENT OF PRECAST MANHOLES	10 EA		
0159	5918000000-N	SP	GENERIC UTILITY ITEM EXPLORATORY EXCAVATION - STANDARD	200 HR		
0160	5918000000-N	SP	GENERIC UTILITY ITEM EXPLORATORY EXCAVATION - VACUUM	200 HR		
0161	6000000000-E	1605	TEMPORARY SILT FENCE	52,235 LF		
0162	6006000000-E	1610	STONE FOR EROSION CONTROL, CLASS A	1,600 TON		
0163	6009000000-E	1610	STONE FOR EROSION CONTROL, CLASS B	1,515 TON		
0164	6012000000-E	1610	SEDIMENT CONTROL STONE	3,820 TON		
0165	6015000000-E	1615	TEMPORARY MULCHING	25 ACR		
0166	6018000000-E	1620	SEED FOR TEMPORARY SEEDING	1,300 LB		
0167	6021000000-E	1620	FERTILIZER FOR TEMPORARY SEEDING	6.5 TON		
0168	6024000000-E	1622	TEMPORARY SLOPE DRAINS	200 LF		
0169	6029000000-E	SP	SAFETY FENCE	780 LF		
0170	6030000000-E	1630	SILT EXCAVATION	2,790 CY		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0171	6036000000-E	1631	MATTING FOR EROSION CONTROL	16,000 SY		
0172	6037000000-E	1629	COIR FIBER MAT	1,500 SY		
0173	6042000000-E	1632	1/4" HARDWARE CLOTH	12,365 LF		
0174	6045000000-E	SP	**" TEMPORARY PIPE (24")	40 LF		
0175	6070000000-N	1639	SPECIAL STILLING BASINS	2 EA		
0176	6071002000-E	1642	FLOCCULANT	1,195 LB		
0177	6071012000-E	1642	COIR FIBER WATTLE	5,800 LF		
0178	6084000000-E	1660	SEEDING & MULCHING	22 ACR		
0179	6087000000-E	1660	MOWING	11 ACR		
0180	6090000000-E	1661	SEED FOR REPAIR SEEDING	350 LB		
0181	6093000000-E	1661	FERTILIZER FOR REPAIR SEEDING	1 TON		
0182	6096000000-E	1662	SEED FOR SUPPLEMENTAL SEEDING	500 LB		
0183	6108000000-E	1665	FERTILIZER TOPDRESSING	14.75 TON		
0184	6111000000-E	SP	IMPERVIOUS DIKE	300 LF		
0185	6114500000-N	1667	SPECIALIZED HAND MOWING	10 MHR		
0186	6117000000-N	1675	RESPONSE FOR EROSION CONTROL	150 EA		
0187	6117500000-N	SP	CONCRETE WASHOUT STRUCTURE	3 EA		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0188	6126000000-E	SP	STREAMBANK REFORESTATION	0.79 ACR		
0189	6132000000-N	SP	GENERIC EROSION CONTROL ITEM FABRIC INSERT INLET PROTECTION CLEANOUT	54 EA		
0190	6132000000-N	SP	GENERIC EROSION CONTROL ITEM FABRIC INSERT INLET PROTECTION, TYPE 1	18 EA		
0191	6132000000-N	SP	GENERIC EROSION CONTROL ITEM PREFABRICATED CONCRETE WASHOUT	15 EA		
0192	7048500000-E	1705	PEDESTRIAN SIGNAL HEAD (16", 1 SECTION W/COUNTDOWN)	30 EA		
0193	7060000000-E	1705	SIGNAL CABLE	19,420 LF		
0194	7120000000-E	1705	VEHICLE SIGNAL HEAD (12", 3 SECTION)	59 EA		
0195	7132000000-E	1705	VEHICLE SIGNAL HEAD (12", 4 SECTION)	15 EA		
0196	7144000000-E	1705	VEHICLE SIGNAL HEAD (12", 5 SECTION)	8 EA		
0197	7180000000-N	1706	BACKPLATE	79 EA		
0198	7264000000-E	1710	MESSENGER CABLE (3/8")	1,870 LF		
0199	7300000000-E	1715	UNPAVED TRENCHING (**********) (1, 2")	10 LF		
0200	7300000000-E	1715	UNPAVED TRENCHING (**********) (2, 2")	370 LF		
0201	7301000000-E	1715	DIRECTIONAL DRILL (**********) (2, 2")	140 LF		
0202	7324000000-N	1716	JUNCTION BOX (STANDARD SIZE)	18 EA		
0203	7348000000-N	1716	JUNCTION BOX (OVER-SIZED, HEAVY DUTY)	5 EA		
0204	7456100000-E	1726	LEAD-IN CABLE (14-2)	6,080 LF		

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Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0205	7481000000-N	SP	SITE SURVEY	6 EA		
0206	7576000000-N	SP	METAL STRAIN SIGNAL POLE	12 EA		
0207	7613000000-N	SP	SOIL TEST	12 EA		
0208	7614100000-E	SP	DRILLED PIER FOUNDATION	60 CY		
0209	7630000000-N	SP	METAL STRAIN POLE DESIGN	12 EA		
0210	7636000000-N	1745	SIGN FOR SIGNALS	10 EA		
0211	7642100000-N	1743	TYPE I POST WITH FOUNDATION	2 EA		
0212	7642200000-N	1743	TYPE II PEDESTAL WITH FOUNDATION	22 EA		
0213	7684000000-N	1750	SIGNAL CABINET FOUNDATION	5 EA		
0214	7696000000-N	1751	CONTROLLERS WITH CABINET (**********) (2070LX, BASE MOUNTED)	5 EA		
0215	7901000000-N	1753	CABINET BASE EXTENDER	5 EA		
0216	7948000000-N	1757	TRAFFIC SIGNAL REMOVAL	1 EA		
0217	7980000000-N	SP	GENERIC SIGNAL ITEM ETHERNET EDGE SWITCH	5 EA		
0218	7980000000-N	SP	GENERIC SIGNAL ITEM MICROWAVE VEHICLE DETECTION SYSTEM - MULTIPLE ZONES	22 EA		
0219	7980000000-N	SP	GENERIC SIGNAL ITEM NON-INTRUSIVE DETECTION SYSTEM PROCESSOR	6 EA		
0220	7990000000-E	SP	GENERIC SIGNAL ITEM ETHERNET CABLE	30 LF		