



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

June 19, 2008

Addendum No. 3

RE: Contract ID: C201918
TIP Number: R-2606B
County: Randolph
Project Description: US 311 Bypass from north of Spencer Road (SR 1929) to US 220

July 25, 2008 Letting

To Whom It May Concern:

Reference is made to the Request for Proposal recently furnished to you on the above project. The following revisions have been made to the Request for Proposal:

The TABLE OF CONTENTS has been revised. Please void the TABLE OF CONTENTS and staple the revised TABLE OF CONTENTS thereto.

Pages 45A and 45B of the PROJECT SPECIAL PROVISIONS – AUTOMATED MACHINE GUIDANCE have been added. Please staple pages 45A and 45B into your proposal.

Pages 60 – 61 of the ROADWAY SCOPE OF WORK have been revised. Please void pages 60 - 61 in your proposal and staple the revised pages 60 - 61 thereto.

Page 169 of the STANDARD SPECIAL PROVISIONS - MACRO-SYNTHETIC FIBERS FOR CONCRETE REINFORCEMENT has been revised. Please void page 169 in your proposal and staple the revised page 169 thereto.

Pages 169A and 169B of the STANDARD SPECIAL PROVISIONS - MACRO-SYNTHETIC FIBERS FOR CONCRETE REINFORCEMENT have been added. Please staple pages 169A and 169B into your proposal.

Pages 171-173 of the STANDARD SPECIAL PROVISIONS - NCDOT GENERAL SEED SPECIFICATIONS FOR SEED QUALITY have been revised. Please void pages 171 – 173 in your proposal and staple the revised pages 171 – 173 thereto.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
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RALEIGH NC 27699-1595

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WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
ENTRANCE B-1
1020 BIRCH RIDGE DRIVE
RALEIGH NC

Page 174 of the STANDARD SPECIAL PROVISIONS - ERRATA has been revised. Please void page 174 in your proposal and staple the revised pages 174 thereto.

Sincerely,

R.A. Garris, P.E.
Contract Officer

cc: Mr. Steve Varnedoe, PE
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Ms. Jackie Armstrong, PE – Roadway (w/)
Mr. Mitch Hendee, PE - Traffic Control (w/)
Mr. David Boyd - Utility Coordination (w/)
Mr. Lonnie Brooks, PE - Structures / Railroad (w/)
Mr. Cyrus Parker, PE - Geo-Environmental (w/)
Mr. Tim McFadden – Signing (w/)
Ms. Tammy Stewart - Public Information (w/)
Mr. Neal Strickland - Right-of-Way (w/)
Ms. Elizabeth Lusk - Environmental Permits (w/)
Ms. Leilani Paugh - On-Site Mitigation (w/)
Mr. Doug Taylor, PE (w/)
Mr. Ted Walls, PE – Roadway (w/)
Mr. Roger Worthington, PE – Utility Construction (w/)
Mr. Calvin Leggett, PE
Mr. Doug Allison
Dr. Judith Corley-Lay, PE
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Mr. Dave Henderson, PE
Mr. Ron King, PE
Mr. Greg Perfetti, PE
Mr. Don Lee
Ms. Pamela L. Alexander, PE
Mr. Greg Thorpe, PE
Mr. Stuart Bourne, PE
Mr. Tony Wyatt, PE (w/)
Mr. Wayne Johnson, PE (w/)
Mr. Robert Memory, PE (w/)
Ms. Betty Rawls, (w/)
File

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AUTOMATED MACHINE GUIDANCE:

(6-17-08)

General

This Special Provision contains requirements that shall be followed if the Design-Build Team elects to use Global Positioning System (GPS) machine control grading and shall be used in conjunction with Section 801 of the 2006 *Standard Specifications for Roads and Structures*. The use of this technology is referenced as Automated Machine Guidance (AMG).

All equipment using AMG shall be able to generate end results that adhere to the 2006 *Standard Specifications for Roads and Structures*. The Design-Build Team shall perform test sections for each type of work to be completed with AMG to demonstrate that the system has the capability to achieve acceptable results. If acceptable results can not be achieved, the Design-Build Team shall conform to the requirements for conventional stakeout.

The Design-Build Team shall be responsible for all errors resulting from the use of AMG and shall correct deficiencies to the satisfaction of the Engineer at no cost to the Department.

Submittals

If the Design-Build Team elects to use AMG, a Digital Terrain Model (DTM) of the design surface and all intermediate surfaces shall be developed in conjunction with plan development. The Engineer of Record shall certify that the model used for AMG is representative of the approved "Released for Construction" sealed plans. The certification and DTM files in TIN format shall be provided to the Engineer for review.

At least 90 days prior to beginning grading operations, the Design-Build Team shall submit to the Engineer an AMG Work Plan to include, but not be limited to, proposed equipment, control software manufacturer and version, types of work to be completed using AMG, project site calibration report, repetitive calibration methods for construction equipment and rover units to be used for the duration of the project, and local GPS base station to be used for broadcasting differential correction data to rover units. The may include the NC Network RTK. All surveys shall be tied to existing project control as established by the Department.

Inspection

The Engineer will perform quality assurance checks of all work associated with AMG. If it is determined that work is not being performed in a manner that will assure accurate results, the Engineer may require corrective action at no cost to the Department.

The Design-Build Team shall provide the Engineer with a GPS rover unit for use during the duration of the contract. The rover shall be loaded with the same model that is used with the AMG and shall have the same capability as rover units used by the Design-Build Team. The rover will be kept in the possession of the Engineer and will be returned to the Design-Build Team upon completion of the contract. Any maintenance or repairs required for the rover shall

be the responsibility of the Design-Build Team. Formal training of at least 8 hours on the use of the proposed AMG system shall be provided to the Engineer by the Design-Build Team and the equipment manufacturer. Training shall include, but not be limited to, hardware, software, and operation of the rover unit.

Subgrade and Base Controls

If the Design-Build Team elects to use AMG for fine grading and placement of base or other roadway materials, the GPS shall be supplemented with a laser or robotic total station. Include details of the proposed system in the AMG Work Plan. In addition, the following requirements apply for the use of AMG for subgrade and base construction.

- (A) Provide control points at intervals along the project not to exceed 1000 feet. The horizontal position of these points shall be determined by static GPS sessions or by traverse connection from the original base line control points. The elevation of these control points shall be established using differential leveling from project benchmarks, forming closed loops where practical. A copy of all new control point information shall be provided to the Engineer prior to construction activities.
- (B) Provide fine grade hubs referencing the top of finish grade along the cross section at 500-foot intervals. These hubs shall be established using conventional survey methods for use by the Engineer to check the accuracy of fine grading and pavement construction and shall remain in place until completion of all pavement layers unless otherwise allowed by the Engineer.
- (C) Provide conventional survey grade stakes at other critical points such as TSs, SCs, CSs, STs, PCs, PTs, and super elevation transition points as requested by the Engineer.

ROADWAY SCOPE OF WORK (6-17-08)

It should be noted that TIP Project R-2606B, as referenced herein, represents projects formerly designated by the Department as R-2606B and R-2606C. All references to projects R-2606B and R-2606C in material provided by the Department shall apply to this project.

Project Details

- The Design-Build Team shall design and construct a four-lane divided facility with a 70-foot median on new location from north of Spencer Road (SR 1929) to US 220. Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct the -L- Line providing access, widening and improvements as indicated on the R-2606 Design Public Hearing Map. The limits of -L- Line construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards. The proposed new location facility shall be designed and constructed to meet a 70-mph design speed for a rolling rural freeway.
- The Design-Build Team shall design and construct the proposed four-lane typical section beginning at Station 132+00 -L-, as noted on the R-2606A Final Plans. The Design-Build Team shall coordinate with the R-2606A design and construction to ensure accurate hydrologic, horizontal and vertical ties that adhere to the design criteria. The Design-Build Team shall not make any design or construction changes that affect the design or construction of Project R-2606A without prior written approval from the State Alternative Delivery Engineer. (See the Project Special Provision entitled “Cooperation between Contractors” contained elsewhere in this RFP.)
- Along the -L- Line, the Design-Build Team shall design and construct minimum 12-foot outside shoulders, ten-foot of which shall be full depth paved shoulders. Along the -L- Line, the Design-Build Team shall design and construct minimum 12-foot median shoulders, four-foot of which shall be full depth paved shoulders. Milled rumble strips shall be provided on the outside and inside paved shoulders.
- Functional classifications that have a defined usable shoulder width shall have the appropriately wider overall shoulder width.
- Unless noted otherwise elsewhere in this RFP, the Design-Build Team shall design and construct at grade intersections with the lane configurations noted in the May 23, 2008 Congestion Management recommendations. All intersection turn lane lengths shall meet the current NCDOT standards where vehicle storage does not govern or the aforementioned Congestion Management recommendations, with revisions noted below, whichever is greater. This determination shall be made by calculating the recommended treatment for turn lanes, incorporating the minimum deceleration lengths, as defined in the NCDOT Design Manual (Reference Section 9-1, Figure F-4A) and comparing the calculated values with the NCDOT minimum turn lane lengths. The total turn lane length shall accommodate the taper, as well as the required deceleration length.
- The Design-Build Team shall incorporate the following modifications to the aforementioned May 23, 2008 Congestion Management recommendations for the US 311 Bypass / US 311 interchange:
 - The exclusive westbound right turn lanes recommended in quadrants B and C shall be replaced with tapers that adhere to the NCDOT Design Manual.
 - The minimum storage length required to accommodate the 2030 peak hour queue for the eastbound left turn and southbound right turn in quadrant B is 125 feet.
 - The minimum storage length required to accommodate the 2030 peak hour queue for the southbound right turn in quadrant C is 100 feet.
- The Design-Build Team shall design and construct interchanges along the -L- Line at existing US 311 and US 220 as indicated on the R-2606 Design Public Hearing Map. Along the mainline and Cedar Square Road interchange, those areas noted as “Future Paving - Grading Only” on the R-2606A Final Plans provided by the Department will be graded to an elevation five inches above the proposed subgrade by the R-2606A contractor. The R-2606A contractor will also install the proposed cable guiderail and cross pipes through these areas. The Design-Build Team shall be responsible for completing all remaining design and construction activities, including but not limited to paving, guardrail installation, shoulder berm gutter installation, drainage structure elevation adjustment and sign installation, for the areas noted as “Future Paving –

Grading Only” on the R-2606A Final Plans provided by the Department. (Reference the Pavement Management and Signing Scopes of Work)

- Unless noted otherwise, the Design-Build Team shall design and construct an interchange at US 220 that provides direct connections with design speeds of 60-mph. The Design-Build Team shall design and construct a one-lane loop for the US 311 eastbound to US 220 northbound movement. The Design-Build Team shall design and construct dual lanes for Ramp C that extend a minimum of 1,200 feet beyond the gore area. The Design-Build Team shall design and construct continuous auxiliary lanes between all entrance and exit terminals on US 220 and the adjacent US 311 and Pineview Road interchanges. The auxiliary lanes shall be dropped in single-lane exits.
- The Design-Build Team shall design and construct all lane drops from the outside travelway.
- The Design-Build Team shall design and construct one-lane ramps that provide a minimum 16-foot lane width. The Design-Build Team shall design and construct two lane ramps that provide minimum 12-foot lanes. All ramps shall have 12-foot inside shoulders, four-foot of which shall be full depth paved shoulders and 14-foot outside shoulders, four-foot of which shall be full depth paved shoulders. The Design-Build Team shall design and construct one-lane loops that adhere to Exhibit 3-51, *Design Widths of Pavements for Turning Roadways*, shown in AASHTO's *A Policy on Geometric Design of Highways and Streets* (2004) - Case II / Condition C. All loops shall have 12-foot outside shoulders, four-foot of which shall be full depth paved shoulders and 2'-6" curb and gutter along the inside edge of pavement, with a 14-foot berm. The minimum loop design speed shall be 30-mph with a minimum 250-foot radius.
- The Design-Build Team shall design and construct -Y- Lines, ramps, service roads and cul-de-sacs, providing access, widening and improvements as indicated on the R-2606 Design Public Hearing Map. The limits of -Y- Line and service road construction shall be of sufficient length to tie to existing based upon the current NCDOT guidelines and standards.
- The US 311 Bypass is a full control of access facility. The Design-Build Team shall bring to the State Alternative Delivery Engineer's attention any deviations from the proposed control of access shown on the R-2606 Design Public Hearing Map. Prior to negotiating with property owners, the Design-Build Team shall delineate the control of access on the Right of Way Plans for the Department's review and acceptance. The Design-Build Team shall be responsible for coordinating with, and obtaining approval from, the NCDOT for the woven wire fence placement. The Design-Build Team shall be responsible for installation of the woven wire fence.
- Unless noted otherwise elsewhere in this RFP, all guardrail and cable guiderail placement shall be in accordance with the July 2006 NCDOT *Standard Drawings* and / or approved details in lieu of standards. Along all 3:1 fill slopes, constructed at fill heights that are equal to or greater than 12 feet, the Design-Build Team shall install guardrail. Along all fill slopes steeper than 3:1, constructed at fill heights that are equal to or greater than six feet, the Design-Build Team shall install guardrail. The guardrail / guiderail design shall be submitted for review with the Preliminary Plans submittal.
- The Design-Build Team shall design and construct bridge rail offsets as indicated in the NCDOT *Roadway Design Manual* or that are equal to the approach roadway paved shoulders, whichever is greater. Bridge rail offsets for long bridges may be reduced from the aforementioned requirement in accordance with the NCDOT *Roadway Design Manual*.
- The Department has followed a modified Merger 01 Process used by the environmental agencies and the Department to obtain environmental permits for this highway project.

Records and Reports

The Contractor shall furnish the trainee a copy of the training program to be followed. Additionally, the Contractor shall provide each trainee with a certification showing the type and length of training satisfactorily completed.

The Contractor will maintain and furnish monthly reports documenting company compliance under these contract documents. This information shall be provided to the On-The-Job Training (OJT) Program Manager of the Contractor Support Services Section within the UCP, Training and HBCU / MIHE Services Unit.

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. It is the Contractor's responsibility to adhere to the minimum rate that will satisfy both the NCDOL and the Department.

Achieving or Failing to Meet Training Goals

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

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

Measurement and Payment

No compensation will be provided for providing training required by the contract documents.

MACRO-SYNTHETIC FIBERS FOR CONCRETE REINFORCEMENT

(7-15-08)

DB 10 R42

Description

Substitute as an option, macro-synthetic fibers in lieu of 4" x 4" W1.4 x W1.4 welded wire fabric reinforcement for selected precast concrete products in accordance with the following requirements.

Materials

Item	Section
Portland Cement Concrete	1077-5

Substitute macro-synthetic fibers only for steel reinforcement with an area of steel of 0.12 in²/ft or less in the following items:

- (A) Precast Drainage Structure units in accordance with the requirements of *Standard Drawing 840.45*.
- (B) Precast Manhole 4.0' Riser Sections in accordance with the requirements of *Standard Drawing 840.52*.

All other requirements, including reinforcement for these precast concrete items will remain the same.

Submittal Submit to the Department for approval by the precast producer and fiber manufacturer, independently performed test results certifying the macro-synthetic fibers and the precast concrete products meet the requirements listed herein:

(A) Macro-Synthetic Fibers

- (1) Manufacture from virgin polyolefins (polypropylene and polyethylene) and comply with ASTM C 1116.4.1.3.

Fibers manufactured from materials other than polyolefins Submit test results certifying resistance to long-term deterioration when in contact with the moisture and alkalis present in cement paste and/or the substances present in air-entraining and chemical admixtures.
- (2) Fiber length - no less than 1-1/2 inch.
- (3) Macro-synthetic fibers - aspect ratio (length divided by the equivalent diameter of the fiber) between 45 and 150.
- (4) Macro-synthetic fibers - Minimum tensile strength of 40 ksi when tested in accordance with ASTM D 3822.
- (5) Macro-synthetic fibers - minimum modulus of elasticity of 400 ksi when tested in accordance with ASTM D 3822.

(B) Fiber Reinforced Concrete

- (1) Approved structural fibers may be used as a replacement of steel reinforcement in allowable structures of NCDOT Standards 840.45 and 840.52. The dosage rate,

in pounds of fibers per cubic yard, shall be as per recommended by the fiber manufacturer to provide a minimum average residual strength (in accordance with ASTM C 1399) of concrete of no less than that of the concrete with the steel reinforcement that is being replaced, but no less than 5 lbs. per cubic yard. Submit the recommendations of the manufacturer that correlate the toughness of steel-reinforced concrete with that of the recommended dosage rate for the fiber-reinforced concrete.

- (2) Fiber reinforced concrete - 4.5% air content, \pm 1.5% tolerance.
- (3) Fiber reinforced concrete - develop a minimum compressive strength 4000 psi in 28 days.
- (4) Workability of the concrete mix - determine in accordance with ASTM C995. The flow time - not be less than 7 seconds or greater than 25 seconds.
- (5) Assure the fibers are well dispersed and prevent fiber balling during production. After introduction of all other ingredients, add the plastic concrete and mix the plastic concrete for at least 4 minutes or for 50 revolutions at standard mixing speed.

***** STANDARD SPECIAL PROVISIONS *****

NCDOT GENERAL SEED SPECIFICATIONS FOR SEED QUALITY

(10-17-06)

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:

<u>Restricted Noxious Weed</u>	<u>Limitations per Lb. Of Seed</u>	<u>Restricted Noxious Weed</u>	<u>Limitations per Lb. of Seed</u>
Blessed Thistle	4 seeds	Bermudagrass	27 seeds
Cocklebur	4 seeds	Cornflower (Ragged Robin)	27 seeds
Spurred Anoda	4 seeds	Texas Panicum	27 seeds
Velvetleaf	4 seeds	Bracted Plantain	54 seeds
Morning-glory	8 seeds	Buckhorn Plantain	54 seeds
Corn Cockle	10 seeds	Broadleaf Dock	54 seeds
Wild Radish	12 seeds	Curly Dock	54 seeds
Purple Nutsedge	27 seeds	Dodder	54 seeds
Yellow Nutsedge	27 seeds	Giant Foxtail	54 seeds
Canada Thistle	27 seeds	Horsenettle	54 seeds
Field Bindweed	27 seeds	Quackgrass	54 seeds
Hedge Bindweed	27 seeds	Wild Mustard	54 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 GIVE 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) | Bermudagrass |
| Kobe Lespedeza | Browntop Millet |
| Korean Lespedeza | German Millet - Strain R |
| Weeping Lovegrass | ** NOTE ** Deleted Centipedegrass |
| Carpetgrass | 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

Addendum No. 3, April 19, 2008

C 201918 (R-2606B)

NCDOT General Seed Specifications for Seed Quality

Randolph County

Minimum 70% 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 70% pure live seed will not be approved.

Centipedegrass

Crownvetch

Japanese Millet

Reed Canary Grass

Pensacola Bahiagrass

**** NOTE ** Deleted Switchgrass**

Zoysia

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

Barnyard Grass

Big Bluestem

Little Bluestem

Bristly Locust

Birdsfoot Trefoil

Indiangrass

Orchardgrass

Switchgrass

Yellow Blossom Sweet Clover

**** NOTE ** Deleted last three paragraphs**

*** STANDARD SPECIAL PROVISIONS ***

ERRATA

(7-15-08)

Z-4

Revise the *Standard Specifications for Roads and Structures July 2006* on all projects as follows:

Division 1

- Page 1-1, replace AREA - American Railway Engineering Association with ***American Railway Engineering and Maintenance of Way Association***.
- Page 1-7, remove **-L-** in middle of page after INVITATION TO BID and before LABORATORY.
- Page 1-25, 102-16(R), move 2nd paragraph to left margin. It is not a part of this subarticle, but part of the entire article.

Division 2

- Page 2-9, Subarticle 225-1(C), 1st paragraph, 2nd line, last word, add a “d” to make the word **grade** become **graded**
- Page 2-15, Subarticle 226-3, 5th paragraph, first line, replace the word *in* with the word ***is***.
- Page 2-23, Subarticle 235-4(B)(9), at the end of the sentence, replace finished greater with finished ***grade***.
- Page 2-28, Article 260-3, First paragraph, second line, remove the word *foot*.

Division 3

- Page 3-13, Article 340-4, Second paragraph, change Flowable Backfill to Flowable ***Fill***

Division 4

- Page 4-70, 442-13(B) Second sentence, change SSPC Guide 6I to SSPC Guide **6**.
- Pages 4-72, 4-74, 4-76, at the top of the page, substitute the heading Section 452 with Section **450**.
- Page 4-79, at the top of the page, substitute the heading Section 450 with Section **452**
- Page 4-80, change 452-7 to 452-**6** at the top of the page.
- Page 4-80, change Pay Item ___Steel Pile Retaining Walls, to ***Sheet*** Pile Retaining Walls.
- Page 4-88, 462-4, Title, Replace last word Measurement with the word ***PAYMENT***

Division 5

- Page 5-8, Article 501-15 Measurement and Payment, delete the 4th paragraph that begins The quantity of lime, measured as provided ...

Division 6

- Page 6-3, Article 600-9, 2nd Paragraph on this page, replace 818-5 with 818-**4**.
- Pages 6-30 and 31, Subarticle 610-3(A)(13) Move 2 paragraphs from the margin to the right under the number (13).