

ROADWAY BULLETIN

NCDOT CONSTRUCTION UNIT



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BLOCK MASONRY CONSTRUCTION

Typically Contractors will utilize precast drainage structures whenever possible, but on occasion they may elect to construct the proposed structures utilizing concrete masonry block. The use of these blocks is more common in any necessary adjustments of the drainage structure to plan finished grade. Section 834 addresses construction using concrete block masonry. This section refers to Sections 840, 858, and 859 of the Standard Specifications. These sections further refer to Section 1040, which requires the use of concrete building block that meets ASTM C90. This section also states that the block shall be **pink** in color. The pink color would indicate that the block originated from a producer within the Department's QC/QA program.



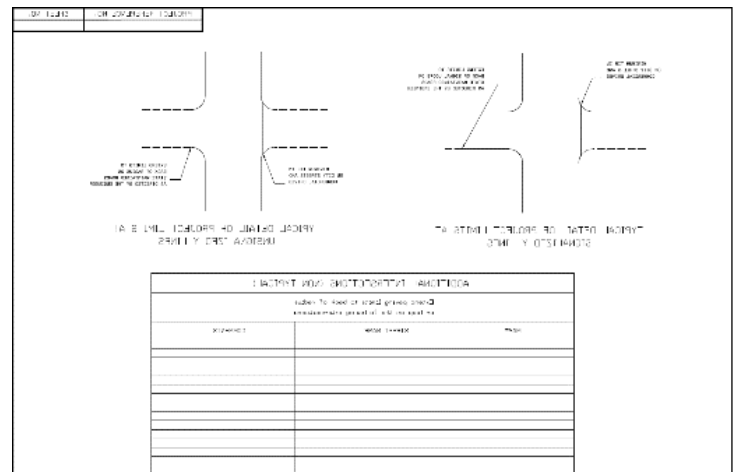
Picture 1. 2'x4'x8", 4'x8'x8", 4'x8'x16" CMUs, all dimensions are nominal.
(Note: Regular CMU shown is not from 10' CMU, each surface shall be the same as the other CMUs.)

The Solid Concrete Masonry Brick/Unit (CMU) Quality Control/Quality Assurance Program is designed to give producers more responsibility for controlling the quality of material they produce and to utilize the quality control information they provide in the acceptance process by the North Carolina Department of Transportation (NCDOT). It requires producers to perform quality control sampling, testing and record keeping on materials they ship for use by the Department. Also, it requires the Department to perform quality assurance sampling, testing and record keeping confirming the performance of the producers / controlling plan.

Use of block/brick/units produced outside of the QC/QA program could result in a substandard final product for the Department and should be rejected. If you have questions, please contact the Area Construction Engineer and/or the Section Materials Specialist for your Division.

INTERSECTION RESURFACING LIMITS

An intersection detail was developed to provide consistency statewide regarding the limits of resurfacing. There is table for those intersections that require resurfacing beyond what is shown in the details. This detail shows the Contractor what to expect when bidding the resurfacing contract.



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SNOWPLOWABLE PAVEMENT MARKER REMOVAL



Section 1250-3(C) of the Specifications states, “When traffic patterns are changed in work zones due to construction or reconstruction, remove all raised pavement markers or snowplowable markers including housings that conflict with the new traffic pattern before switching traffic to the new traffic pattern.” Some contractors will request to knock out the lenses of the snowplowable markers, thus eliminating the conflicting markings. **This is not acceptable.** The snowplowable marker must be completely removed, and the hole patched depending on the damage caused by the removal. Snowplowable markers can break free from the adhesive used in the original installation by the traffic running over them creating an object that can damage property or inflict injury depending on if it were to become airborne. Any pavement marker or snowplowable marker within 6 feet of the new traffic pattern shall be considered conflicting. Total housing removal shall occur for snowplowable markers inside or within 2 feet of a travel lane. There is no direct payment for removal of the marker nor the repair of the pavement.

1099 WORKERS

A common question arises regarding truck drivers identifying themselves as “1099 workers” rather than employees. This issue is not limited to truck drivers. 1099 refers to the federal form an individual receives regarding compensation for work performed for a company since they are not an employee of said company. According to the IRS guidelines, a worker that receives 1099 forms is considered self-employed or an independent contractor. Any work performed on any NCDOT project by persons other than employees of the Contractor is considered subletting of the contract under Article 108-6. As such, a Subcontract Approval Form (SAF) must be submitted for the work each independent contractor (1099 worker) will perform. In other words, each 1099 worker would need to be a prequalified subcontractor. This isn’t usually an issue for truck drivers because certified payroll is only required for ONSITE hauling, which is within the project limits or for those dedicated sites, on federal funded projects. If they are hauling to/from the project to an OFFSITE borrow pit, asphalt plant, etc., which is the case on most projects, certified payroll is not required for those haulers.

Questions to Ask:

- 1- Is this a Federal Project? If Yes, ask Q2.
- 2- Is the Hauling of Materials Onsite, Offsite, or both? If Onsite, payroll is required. If Offsite, payroll is not required. If both, payroll is required for the days/weeks that the drivers hauled onsite only.

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