

ROADWAY BULLETIN

NCDOT CONSTRUCTION UNIT



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Winter 2024

2024 CHANGES TO PORTABLE CONCRETE BARRIER

Section 1170 of the 2024 Standard Drawings now shows MASH crash tested and PCB (F Shaped K-Wall). An easy way to tell if your barrier is the MASH approved K-Wall is it will include 3 blockouts for anchorage.

K-WALL WITH 3 BLOCKOUTS (ON BOTH SIDES)



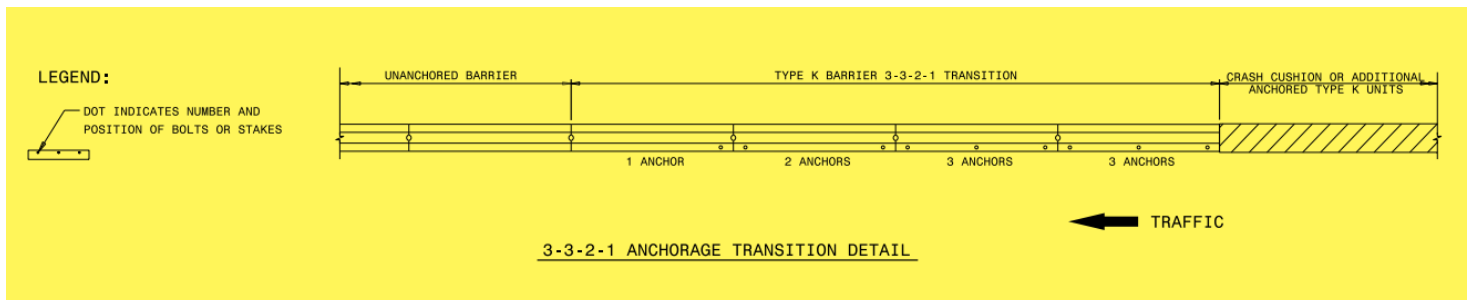
It is important to note, **when it is an unanchored run of PCB**, the new K-Wall barrier requires it's last 4 sections to follow an anchoring sequence before terminating at a temporary crash cushion. This is detailed in Standard 1170.01 Sheet 5, as shown below. This anchorage is incidental to the barrier and will be noted in a Special Provision included with contracts with PCB.

PCB that already was required to be anchored should be fully anchored as required by the plans and standards and will be paid as anchored barrier.

NOTE IN PORTABLE CONCRETE BARRIER SP (12/17/24)

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.

DETAIL SHOWN IN STANDARD 1170.01 SHEET 5



In This Issue:

1. 2024 Changes to PCB
2. Note to REs: Prime Coat on Temporary Pavement
3. Updated M&T 903

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Email:

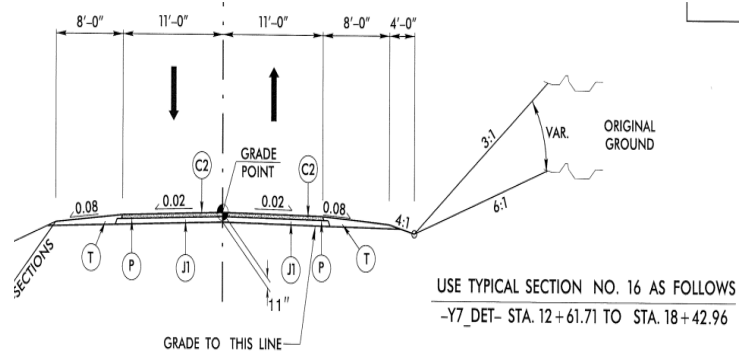
[Brian Skeens and Liam Shannon](#)

NOTE TO RESIDENT ENGINEERS: PRIME COAT ON TEMPORARY PAVEMENT

Prime coat is typically used as part of the NCDOT pavement design when a thin lift of asphalt surface is placed directly on an Aggregate Base Course layer. The prime coat acts to waterproof the ABC layer or subgrade while promoting the adherence of overlaying asphalt surface to the granular base. Prime coat is applied at a heavier rate than other asphalt emulsions, so care must be taken to apply it correctly. Asphalt paving companies should clean the asphalt distributor between loads of tack coat material and prime coat material.

Due to these challenges and the cost of the prime coat application versus the short-term benefits, the NCDOT is working to inform our design engineers that temporary pavements in place less than 6 months do not need a prime coat.

If you have plans where a prime coat is detailed for temporary pavement, please contact your Division Construction Engineer and your Area Construction Engineer to follow through on the recommendation to delete it from the pavement structure.



UPDATED M&T 903 FORM COMING IN 2025!

Be on the lookout for an updated M&T 903 form coming to your projects as soon as January. The form captures the required batching information and makes it easier for inspectors to determine how much water can be added at the jobsite. More information and details are available through the Materials and Tests Unit. A copy of the memo can be found [here](#).

M&T Form 903

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Batch ticket for Central and Transit Ready-Mix Concrete. This document is to be completed individually and shall accompany each load of concrete delivered to projects that receive State and/or Federal funding.

TO BE COMPLETED BY BATCH TECHNICIAN

Ticket No. _____		Date: Check or tag to enter a date: _____		Project No.: _____	
M&T Computer: _____		Truck Load: _____ (yd ³)		State No.: HW _____	
Batch No.: _____		Accumulated Yield: _____ (yd ³)			
Mix Design Quantities (per 1 yd ³)					
Class Concrete: _____ (Slab)	Mix Design #: _____	Slump: _____ (Slab)	Sand: _____ (Slab)		
Cement: _____ (Slab)	Portland: _____ (Slab)	Water: _____ (Slab)	Water on CA Moist: _____ (Slab)		
Air Agent (optional): _____	Retarder (optional): _____	Max Water per yd ³ : _____ (Slab)	Fluxer Content: _____		
Water Reducer: _____	Other Admix: _____				
Batched Quantities (per Load)					
Cement: _____ (Slab)	Tolerance: _____ (%)	Portland: _____ (Slab)	Tolerance: _____ (%)		
Free Moisture P.A. 1: _____ (%)	Slump 1: _____ (Slab)	Tolerance: _____ (%)	Water on P.A. Moist: _____ (Slab)		
Free Moisture C.A. 1: _____ (%)	Slump 2: _____ (Slab)	Tolerance: _____ (%)	Water on CA Moist: _____ (Slab)		
Free Moisture C.A. 2: _____ (%)	Slump 3: _____ (Slab)	Tolerance: _____ (%)	Water on CA Moist: _____ (Slab)		
Time batching completed: _____	Water Over: _____ (Slab)	Use of any: _____ (Slab)	Free Water: _____ (Slab)		
Number of revolutions of plant: _____	Air agent or /1000 cementitious: _____	Water may be added: _____ (yd ³)			
Water Reducer or /1000 cementitious: _____	Retarder or /1000 cementitious: _____	Other Admixture: _____			
Comments: _____					
By signing this, I certify that all the above information is correct and has been verified with batching documentation.					
Certified Batch Technician: _____		Cert. No.: _____		Exp.: _____	
TO BE COMPLETED BY ON-SITE INSPECTOR					
Structure Member: _____					
Location & Station: _____					
Placement Method (i.e. Truck, Pump, Conveyor, etc.): _____					
Additional Water: _____ (Gals.)		Additional Air Agent: _____ (oz.)		No. revolutions at job site: _____	
Time discharge complete: _____		Total of discharge completed: _____		Curing box used: _____ Yes / No	
Air Temperature: _____		Concrete Temp.: _____		Slump: _____ Pressure at test: _____	
Air indicator steam reading: _____		_____ to Air			
Sample Number on Cylinder set made from this load: _____					
Comments: _____					
By signing this, I certify that all tests indicated by me have been completed and that all the above information is correct.					
Certified Field Technician: _____		Cert. No.: _____		Exp.: _____	

State Construction Engineer					
Troy Brooks					
Assistant State Construction Engineer Eastern Region		Assistant State Construction Engineer Western Region		State Bridge Construction Engineer	
Liam Shannon		Brian Skeens		Aaron Earwood	
Division	Area Construction Engineer	Division	Area Construction Engineer	RBCE -Eastern	RBCE - Western
1 & 2	Vacant	7 & 9	Marcus Kiser	Randy Hall	Aaron Griffith
3 & 4	David Candela	10	Christopher Fine	Patrick Cheeves	Tyler Rogers
5	Meredith Hayes	11 & 12	Mark Biggerstaff		
6 & 8	John Partin	13 & 14	Aaron Powell		