



ROADWAY BULLETIN

NCDOT Construction Unit

1. **Adjustment of Catch Basins, Manholes, Drop Inlets, Meter Boxes and Valve Boxes**
2. **M&T Walking Profiler**
3. **TIMS**

Adjustment of Catch Basins, Manholes, Drop Inlets, Meter Boxes and Valve Boxes

In November 2022, two new special provisions were introduced that make changes to how adjustments of catch basins, manholes, drop inlets, meter boxes and valve boxes are measured and paid by revising the *2018 Standard Specifications*. These special provisions are intended to be included in all contracts, and when present, facilitate the following changes.

The first, titled [Adjustment of Oversized Manholes](#), establishes a new pay item for *Adjustment of Oversized Manholes* and defines an oversized manhole as a manhole with a frame and cover diameter greater than 30 inches and/or frame height greater than 12 inches.

The second, titled [Adjustment of Catch Basins, Manholes, Drop Inlets, Meter Boxes and Valve Boxes](#), establishes that when catch basins, manholes, drop inlets, meter boxes and valve boxes are adjusted more than once due to milling operations, each adjustment is measured and paid. This is intended to be applicable when these items are lowered prior to milling operations and raised back to grade after milling. In such case, each item should be measured and paid for each adjustment, for a total of two adjustments per item.

A contractor can still elect to mill around these items and not adjust them, unless otherwise required by the contract. If a contractor elects to mill around these items and no adjustment is needed, there shall be no payment for adjustments, as none were performed.

Both special provisions will be incorporated into the *2024 Standard Specifications*.

Materials and Tests Unit's Walking Profiler

Rideability, referred to as IRI (international roughness index), is a pavement surface characteristic that objectively quantifies how smooth a ride on a road or bridge is for the traveling public. This data is useful to engineers as it is a factor used in pavement condition rating or quality acceptance for newly constructed and overlaid pavements or bridges. Rideability helps ensure that the Department is providing smooth-riding roads to the traveling public.

Rideability (IR) data on a network and project level is currently collected by highspeed inertial profilers. Highspeed inertial profilers allow for left and right wheel path rideability data to be

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simultaneously collected at traffic speeds which eliminates the need for traffic control during data collection. Calibrations and certifications are required for contractor-owned/operated high speed profilers used on NCDOT projects. To do this a highly accurate ground truth profiler is used to collect reference profiles by the Department's [Inertial Profiler and Operator Certification Program](#).

Walking Profiler Advantages vs Highspeed Inertial Profilers:

- Higher Level of Accuracy and Repeatability
- Testing Areas Where Highspeed Inertial Profilers Cannot, Due to Required Data Collection Speed (Sufficient “Run-Up” and “Braking” distances Required)
- Testing Bridges Prior to Approach Slab Construction
- Testing Pavement Cross Slope, Latitudinal Rutting Profile, and Longitudinal Grade

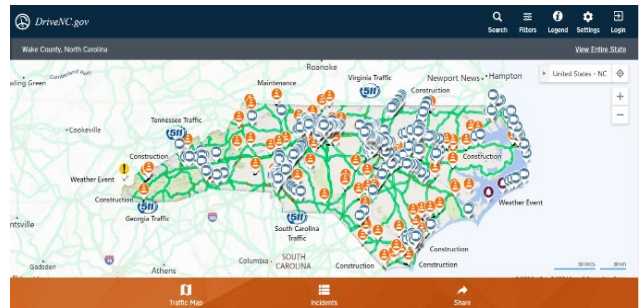


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Traveler Information Management System (TIMS)

TIMS is the administrative software that NCDOT staff use to manage incidents, road conditions, and cameras. The data is fed into [DriveNC.gov](#), and is used by Google Maps, Apple Maps, Waze, 511, media, and local agencies to provide the public with information that affects their travel. One TIMS incident should be entered for the overall life of your project (i.e. shoulder closed) and then a TIMS incident with specific conditions (i.e. overnight lane closures) should be entered when that condition is in effect. **Accuracy and timeliness of the information entered is critical to provide the best and most up to date information possible to the public.**

- To request access to TIMS use DOT Help Desk or Service Now
- [Add Incident Training Video](#)
- [TIMS Training Manual](#)
- TIMS assistance: 877-NCS-STOC (877-6277-862) or stoc@ncdot.gov
- TIMS questions or need TIMS training: tims@ncdot.gov or 919-825-2615



State Construction Engineer Wiley Jones

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3&4	David Candela	9	Vickie Davis
5	Liam Shannon	10	Christopher Fine
6&8	John Partin	11&12	Mark Biggerstaff
		13&14	Aaron Powell