



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 19, 2017

MEMO TO: Jeff Allen, Jonathan Bivens, Stuart Bourne, Chris Byers, Chad Curran, Shannon Douglas, Ron Hancock, Bruce Hazle, Brandon Hill, Ryan Ilg, Berry Jenkins, Ben Lanier, Don Lee, Clark Morrison, Glenn Mumford, Michael O'Sheilds, Mark Perkins, Jeff Saunders, Ian Scott, Lamar Sylvester, Kevin Thomas, Brian Webb, Robert Williams

FROM: R.E. Davenport, Jr.
State Contract Officer

SUBJECT: DOT-AGC Roadway Subcommittee Meeting 6/22/17 Agenda

The next meeting will be held at the Riverwood Conference Room in the NCDOT Century Center Building B at 9:30 a.m on Thursday, April 20th. The following is a list of items scheduled for discussion:

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|--|-----------------|
| 1. Approach Fill Material Type (Bridge Approach Fills) | Scott Hidden |
| 2. Approach Fill Types | Jonathan Bivens |
| 3. Geotextile for Pavement Stabilization | Scott Hidden |
| 4. Erosion Control for in-water Work | Jonathan Bivens |
| 5. Single Handicap Ramps | Jonathan Bivens |
| 6. Update on NCAC change | Ron Davenport |
| 7. CEI Relationships on NCDOT Projects | Berry Jenkins |



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July 7, 2017

MEMO TO: Jeff Allen, Jonathan Bivens, Chris Byers, Chad Curran, Shannon Douglas, Ron Hancock, Bruce Hazle, Brandon Hill, Ryan Ilg, Berry Jenkins, Steve Kite, Ben Lanier, Don Lee, Clark Morrison, Glenn Mumford, Michael O'Sheilds, Mark Perkins, Jeff Saunders, Ian Scott, Lamar Sylvester, Kevin Thomas, Brian Webb, Robert Williams

FROM: R.E. Davenport, Jr.
State Contract Officer

SUBJECT: DOT-AGC Roadway Subcommittee Meeting Minutes

The subject committee met on June 22, 2017 at 9:30 a.m. in the Riverwood Conference Room at the NCDOT Century Center:

Agenda and Discussion Items :

Introductions were made since this was Mr. Ron Davenport's first time as co-chair of this committee after becoming the State Contract Officer.

Mr. Berry Jenkins asked the committee to consider moving the time to 10:00 a.m. for these meetings rather than 9:30 a.m.

Approach Fill Material Type

Scott Hidden

Mr. Hidden presented the new bridge approach fills that will be effective with the new spec book in January of 2018. The items include a revised Bridge Approach Fills provision, a new Alternate Bridge Approach Fills for Integral Abutments provision and new Roadway Standard drawings and details (Roadway Standard Drawing Nos. 422.01, 422.02 and 422.03, and Roadway Standard Detail No. 422D10).

Mr. Hidden stated that the Type III Reinforced Approach Fill (422D10) will be used with MSE abutment walls. There is now a pay item that will include the materials and construction instead of being incidental to the MSE wall. For the Type I Standard Approach Fill (422.01) and Type II Modified Approach Fill (422.02), there will always be stone backfill with either 57 or 78M. Type A Alternate Approach Fill (422.03) is for use with integral abutments. Type A is an alternate to Type I or II so there is no pay item. If the contractor elects to build this, the payment will be either Type I or II depending on what is in the plans.

A question came from industry as to why the pipe sizes were different (i.e. 4 inches and 6 inches). Mr. Hidden stated that it was because of the size of the “bath tub” and expected amount of water.

Another question was asked about the alternate detail that states no construction cranes are allowed over the reinforcement. Mr. Aaron Earwood mentioned that this was also discussed in the Structures meeting. The traffic surcharge load to be placed on the wall is currently designed for 250 psf. Industry asked NCDOT to consider language that will allow the contractor to submit a modified detail for approval if they wish to go above the design limit of 250 psf. Mr. Hidden will be doing some revisions to the detail and notes based on comments from the Structures Committee meeting.

Geotextile for Pavement Stabilization

Scott Hidden

Mr. Hidden stated that NCDOT has been experiencing issues with paving over geotextile for pavement stabilization. Mr. Hidden said that to address this that they came up with a provision and some typicals to lower the elevation of the geotextile and place fill over the geotextile.

Mr. Hidden stated that Geotech has also added a plan view to clarify the geotextile placement direction that corresponds to the Geotextile for Pavement Stabilization provision and a typical for curb and gutter.

The main issue was when there is paving on top of the geotextile. Industry had a concern with the possibility of putting poor soil over the geotextile and potential issues down the road for pavement failure. Industry suggested that they use Class IV on top of the geotextile and pave directly over the Class IV. Lamar stated that using Class IV made sense and that NCDOT will go back and look at the spec again along with a pay item.

Industry also had concerns with the time to take quality samples on the subgrade in spots where there is not chemical stabilization but there is geotextile pavement stabilization. Mr. Hidden stated that he proposed 21 days in the provision, but they may be able to go down to 14 days for quality sampling. Industry was concerned with the 2 weeks of “dead time” for the Y-lines, especially where there are ICTs.

Erosion Control for In-Water Work

Jonathan Bivens

Mr. Bivens stated that each division has their way to do erosion control in water and that there is no consistency. The erosion control can be simple to a more complex system that is incidental to the structure removal. It was also stated that even in the same division with different firms doing the design, there is no consistency. Mr. Bivens mentioned that the erosion control in water is discussed at the preconstruction meeting, but it is hard to plan for and that they would prefer that the items not be incidental to other work.

Mr. David Harris stated that the Roadside Environmental Unit is trying to work with the Resident Engineers in the divisions to be more consistent as well as the engineering firms, but they do not see all the erosion control plans which tends to be the last item completed before let.

Mr. Lamar Sylvester stated that they will work with the Roadside Environmental Unit to talk to the divisions to get a more consistent outcome.

Mr. Berry Jenkins also mentioned that it may be good to encourage the divisions to have constructability reviews on unique projects like central does to get input.

Single Handicap Ramps

Jonathan Bivens

The standard in the plans shows full handicap details. Mr. Jonathan Bivens stated that there may be some revisions needed to address field conditions and municipal desires (i.e. earth shoulder with no sidewalk). There needs to be language in the detail to allow some modifications on site but still meet ADA requirements. Also, some municipalities have their own designs which may not totally correspond with NCDOT's plans.

Mr. Freeman mentioned that there are details that may work. Industry asked if these details would be incorporated into the 2018 Standard Drawings. Per discussions with Mr. Joel Howerton after the committee meeting, the answer is no. The details change enough that it was decided to keep them as details. Mr. Howerton added that they are often included in the 2C series of sheets on a project as needed. They are also on the web page with the Standard Drawing.

Update on NCAC Change

Terry Canales

Ms. Terry Canales stated that the change to the NCAC to remove the notary seal on Non-Collusion forms has been approved. Starting January 1, 2018, the new forms will only require signatures and corporate seals when appropriate, for prequalification purposes and for project specific submittals after let. This change will allow the prequalification process to be fully automated since an original Non-Collusion no longer has to be on file. This change will be incorporated with the other electronic submittals in the divisions starting January 1, 2018.

CEI Relationships on NCDOT Projects

Berry Jenkins

Mr. Berry Jenkins stated that a task force was set up consisting of CEI firms, AGC firms and the Construction Unit to discuss openly some issues that have been identified (i.e. Safety, experience level of the CEI staff, decision making and timelines). There was talk about an elevation process should the CEI personal not feel comfortable making a decision. Mr. Lamar Sylvester also mentioned that they are looking at a higher evaluation process of the CEI personal.

The CEI firms also mentioned that they have put additional staff on job to get them trained. Industry was fine with that concept as long as there was communication as to which CEI staff person was the one that they needed to coordinate with.

Open Discussion

Legislative Budget:

Mr. Berry Jenkins stated that NCDOT has done well in the legislative budget by getting \$320 million extra over the next two years to be put into the transportation program as well as an additional \$241 million towards the bridge program.

The budget also changed the State MBE/WBE program to be more in line with the Federal program on one goal. This is to be implemented by April 1, 2018.

Mr. Jenkins also spoke on the committee that came together to offer suggestions on expedited project delivery. Those suggestions have been sent to Executive Management by Mr. Ron Davenport. Items that were on the list included the reduction of the number of public input points; to allow permitting of segments of a project and not the entire corridor; and maintenance of traffic options such as shutting down a segment to get the work done rather than a drawn out detour.

Careers in Construction:

Mr. Berry Jenkins stated that the Community College System is to receive \$200,000 to work in marketing careers in construction. The AGC is looking to hire a firm to develop a plan which may also include how construction companies can be more attractive to younger workers in relation to money and benefits.

Snowplowable Markers:

Mr. Mark Freeman stated that a memo went out to all the divisions in May. There have been issues with the markers popping out especially in areas where they are in the wheel path for traffic shifts. Mr. Freeman stated that they have asked the divisions to look at projects and to remove the casting in these situations. In the past just the lenses were removed, but they are now requiring that the castings themselves get removed. This will be covered in the 2018 spec book.

Contractor Access to Team Sites:

Mr. Lamar Sylvester stated that there has been some confusion on the contractor's access to team sites. Delegated Administration is where the Contractor registers their delegated user who will in turn be the one to manage access for their employees. The Construction Team Sites are project related and will have shared project information between the contractor and NCDOT.

Mr. Lamar Sylvester mentioned that they are looking to create a link on the *Doing Business* web page that will be a one stop shop for contractors who have active projects.

Update on Construction Unit:

Mr. Lamar Sylvester stated that some organizational changes have been made in the Construction Unit. Lamar now has two Assistant State Construction Engineers, Mr. Cadmus Capehart for divisions 1-6 and 8, and Mr. Mark Freeman for divisions 7 and 9-14. Mr. Sylvester stated that they have also created two Regional Bridge Engineers that report to the assistants, Mr. Aaron Earwood and Mr. Cameron Cochran. The purpose of these positions is to maintain the bridge technical expertise. The Pavement Engineer position is still vacant at this time.

New Guardrail End Units:

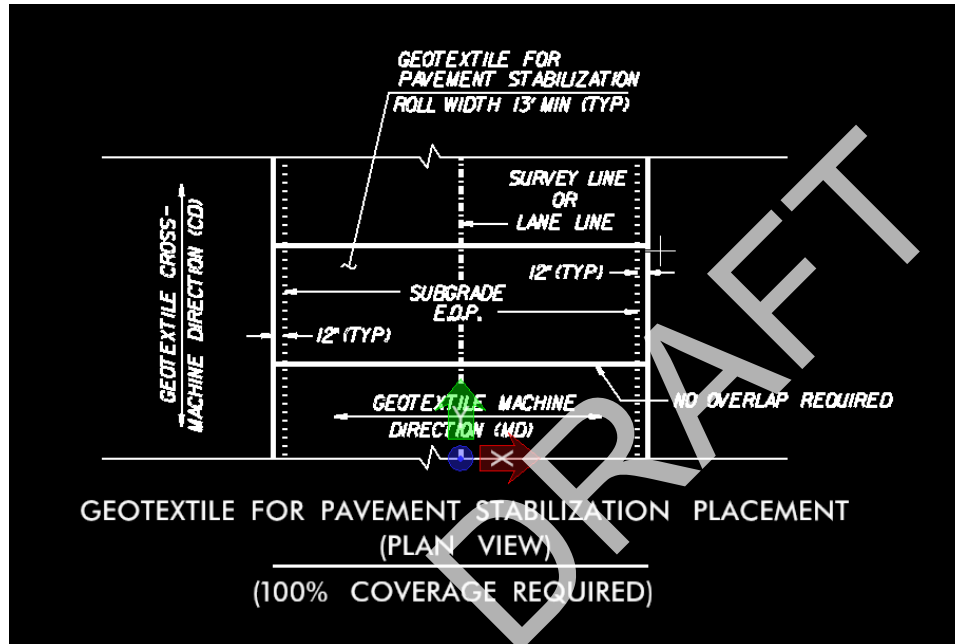
Mr. Mark Freeman mentioned that as of July 1, 2017 the projects let will have new end units that are MASH compliant. On active projects, they will look at each project on a case by case basis to see if the end units have been purchased yet and what the impact is to the project if the units are upgraded to MASH compliant.

Post BidExpress Results:

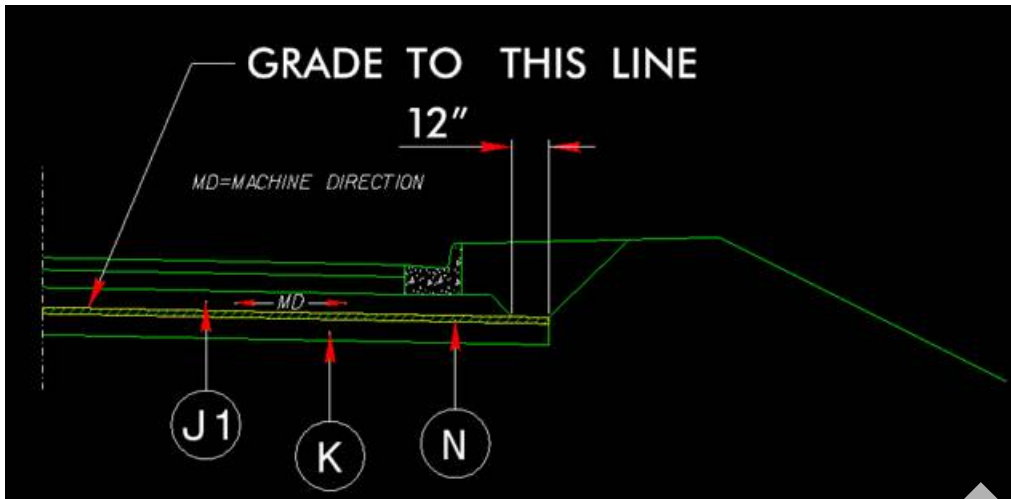
Mr. Jonathan Bivens stated that they would like to have BidEx post the bid results instantaneously knowing that they will not be final until NCDOT reviews the submittals. Mr. Bivens stated that it will be beneficial to the industry to know what the chances are of getting the project since sometimes it may take a day to get the results from the divisions. Mr. Ron Davenport mentioned that currently the divisions are still taking paper bids and that there is not a way for the results to be posted via BidEx instantly until the division goes fully electronic. Mr. Davenport said that they will look into the option.

The next meeting of this committee is scheduled for August 17, 2017 in the Riverwood Conference Room at NCDOT's Century Center B.

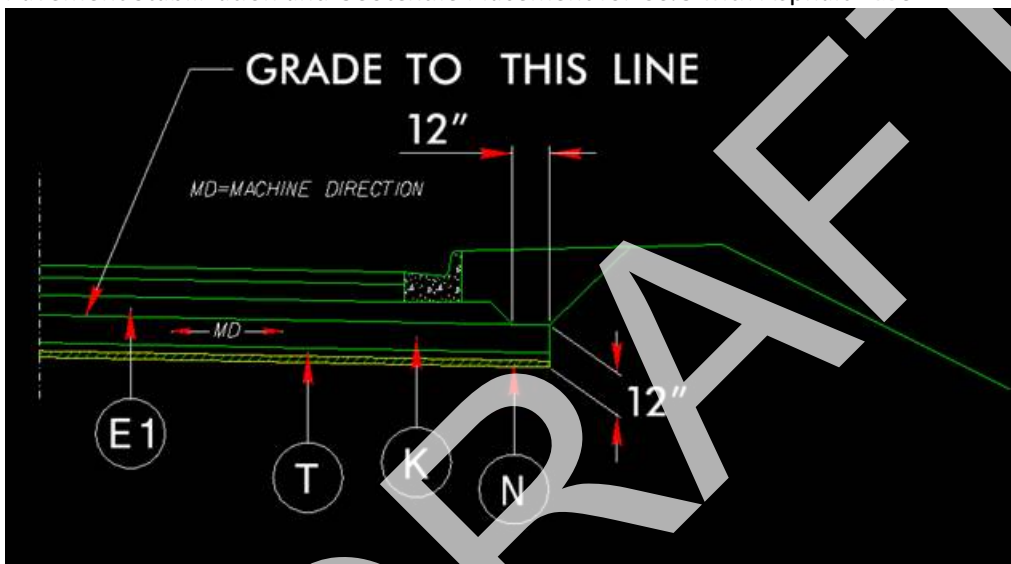
Plan View



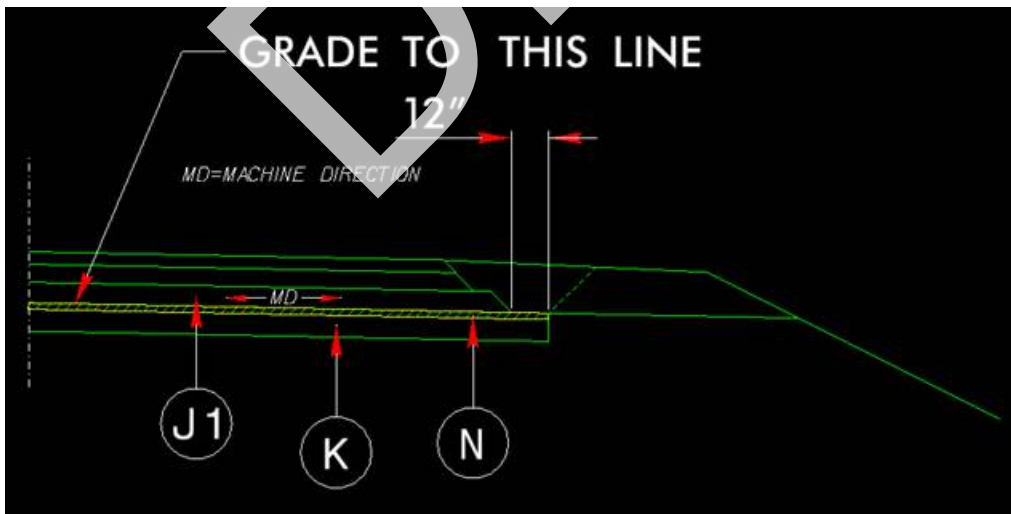
Pavement Stabilization and Geotextile Placement for C&G with ABC Base



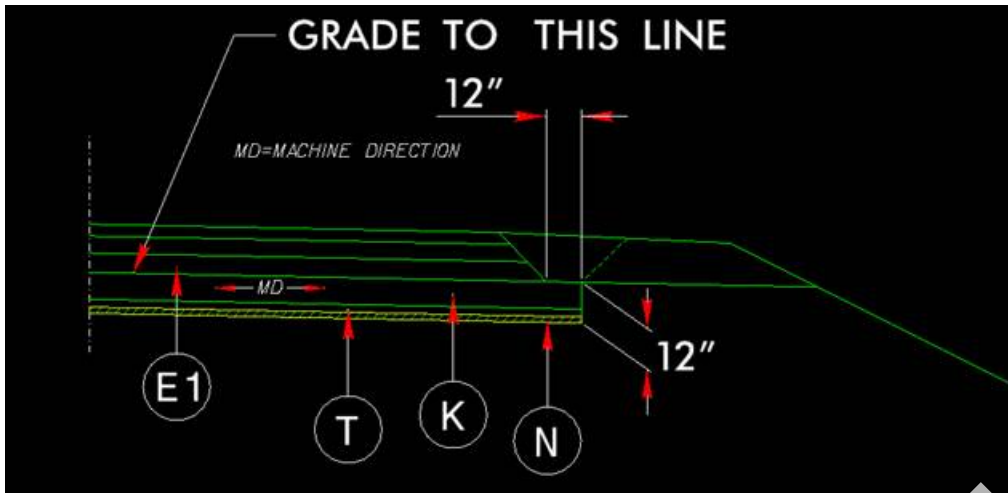
Pavement Stabilization and Geotextile Placement for C&G with Asphalt Base



Pavement Stabilization and Geotextile Placement for Shoulder with ABC Base

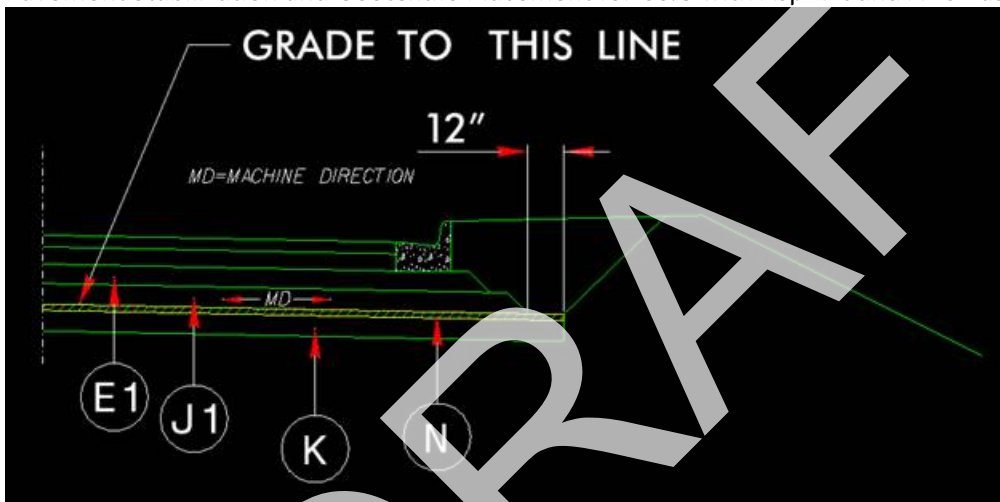


Pavement Stabilization and Geotextile Placement for Shoulder with Asphalt Base

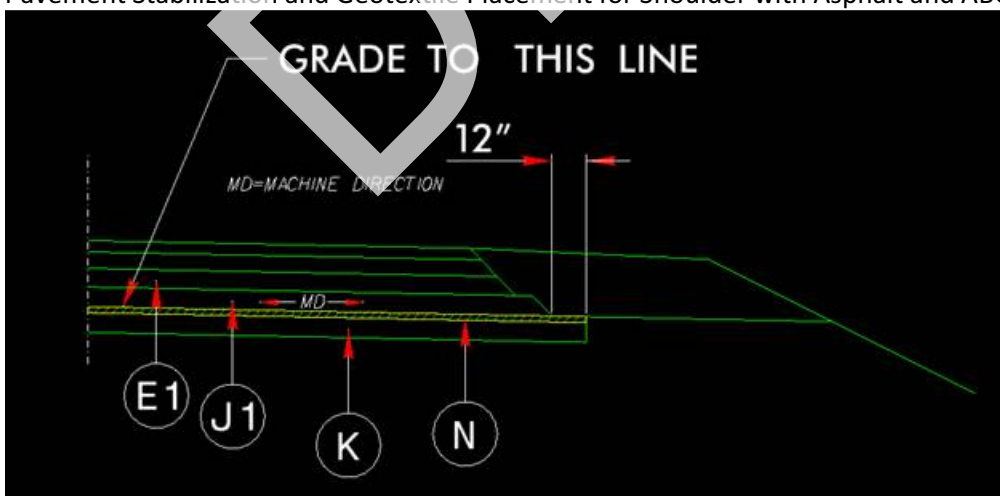


The next two I kind of came up with, with the possibility for it be called for Pavement Management. It is when you have asphalt base on top of ABC.

Pavement Stabilization and Geotextile Placement for C&G with Asphalt and ABC Base



Pavement Stabilization and Geotextile Placement for Shoulder with Asphalt and ABC Base



For 7"-8" (TYP) pavement stabilization thickness, it is probably best to state that in the pavement schedule. Speaking of which, "N" for GEOTEXTILE FOR PAVEMENT STABILIZATION should be added to our pavement schedule chapter of the RDM.

Roadway Subcommittee Mtg 6-22-17

<u>Name</u>	<u>Company</u>	<u>e-mail</u>
LAMAR SYLVESTER	NCDOT	LSYLVESTER@NCDOT.GOV
RON DAVENPORT	NCDOT	RONDAVENPORT@NCDOT.GOV
BERRY JENKINS	CAROLINAS ABC	bjenkins@carolinascrossroads.com
IAN SCOTT	SANFORD CONTRACTORS	iscott@sanfordcontractors.com
Kevin Thomas	Lynn Thomas Grading	kthomas@lynnthomasgrading.com
CHRIS BYERS	ROGERS GROUP, Inc.	chris.byers@rogersgroupinc.com
SHANNON DOUGLASS	BAERNHILF CONST. CO.	SDOUGLASS@BAERNHILFCONTRACTING.COM
MARIL PERKINS	TALWING Co.	MPERKINS@TALWING.COM
Mickey O'Shields	Sloan	oshieldsm@sloqnc.com
Jason Barnes	Propst Construction Co.	JBarnes@PropstConstruction.com
JONATHAN BIVENS	S.T. WALKER CORP	JONATHAN@STWCORP.COM
BRIAN WEBB	Blythe Constr. Inc.	Brian.Webb@blytheconstruction.com
Adam Tipton	Young + McQueen Grading	Atipton@youngmcqueen.com
Clark Morrison	NCDOT MET	CMORRISON@ncdot.gov
Jeremy Goodwin	NCDOT Roadside Env	jagoodwin@ncdot.gov
David Harris	Roadside Env.	david.harris@ncdot.gov
Chris Peoples	Materials & Tests	cpeoples@ncdot.gov
Jeff Allen	Fred Smith Company	jeff.allen@fredsmithcompany.com
CADMUS CAPEHART	NCDOT CONST. UNIT	ccapehart@ncdot.gov
BEN JOHNSON	NCDOT VALUE MGMT	bjjohnson2@ncdot.gov
Scott Hidden	NCDOT Geotech	shidden@ncdot.gov
Antonio Rivers	NCDOT Value MGMT	arivers1@ncdot.gov
BRUCE HAZLE	Balfour Beatty	bhazle@bbius.com
BJ LANIER	LANIER Construction	bj@lanierconstruction.com
Doug Cantrell	NCDOT Value Management	dcantrell@ncdot.gov
JOHN PIERCE	NCDOT / GEOTECHNICAL	JPPIERCE@NCDOT.GOV

Tommy Harrison

NC DOT / [unclear]

tharrison@ncdot.gov

32 DANIEL

DANIEL GARRISON

dgarrison@ncdot.gov

SCOTT WOODS

NC DOT / GOODWIN

swoods@ncdot.gov

Aaron Earwood

NC DOT / CCU

earwood@ncdot.gov

MARK FREEMAN

NC DOT / CCU

mfreeman@ncdot.gov

Jerry Canales

NC DOT / ES & O

jcanales@ncdot.gov

David Harris

[unclear]

[unclear]

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Clark Morrison

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