



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

April 21, 2022

MEMO TO: Adam Tipton, B.J. Lanier, Brandon Hill, Brian Webb, Bruce Hazle, Christopher Conerly, Dave Tolley, Brian Evans, Glenn Pratt, Greg Tucker, Chas Hummel, Ian Scott, Jeff Allen, Jeff Saunders, Josh Campbell, Justin Hill, Kerry Kennedy, Kevin Thomas, Mark Nye, Michael Alford, Randy Garris, Aaron Evans, Shannon Douglas, Kerry Kennedy, Ron Davenport, Boyd Tharrington, Wiley Jones, Brian Skeens, Michelle Gaddy, John Pilipchuk, David Harris, Todd Whittington, Chris Martin, Steve Primm, Victor Barbour

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

SUBJECT: DOT-AGC Roadway Subcommittee Meeting from 02/24/2022

The AGC Roadway Subcommittee met virtually on February 24, 2022, at 10:00 am. The following are items were discussed:

**Value Engineering Proposals (AGC)**

There has been push back on VEPs because of the amount of paperwork required. If anyone questions a VEP please send them the informational link for the process. A Resident Engineer does not have a lot of work. Value Management Unit handles all the reviews and coordination and the RE just writes the approval letter. Overall, those that have done a VEP have had a positive experience.

**Integral End Bent Movement vs Pavement (AGC)**

There is concern about the asphalt separating from the approach slab during cold weather. This may be cause because of the asphalt being tacked to the approach slab and the approach slab expanding and contracting during temperature changes. The contractor is getting called back to make repairs under the warranty period, but it is believed that this is a bigger issue and needs to be addressed.

Mr. Earwood explained that the Structure Subcommittee has been discussing the integral end bent details and this may help. In addition, there is a research study where they are looking at previous details and other states integral end bent to determine the best one. A research project going on right now.

Most of the issue is occurring at the asphalt concrete interface. The Department may review the bevel detail where the asphalt meets the approach slab. If it was coffered, the contractor would be able to come back and saw cut the asphalt away from the approach slab and utilize a foam expansion joint in between. If there are any other recommendations, please let the Department know.

### **Bridge Approach Fills Detail (NCDOT)**

It is currently in draft so Mr. Earwood and Mr. Hidden will come back and formally present the changes later. Mr. Earwood did a quick overview of how the approach fill has changed due to lack of compaction causing settlement at the approach slabs. The hinge point moved back to allow bigger equipment to compact the material. It also calls for a 5' minimum overfill the embankment and then cut back when the approach fill is placed. It also requires geotextile 1' below the approach slab to allow for future jacking if there is any settlement.

### **Rock Plating [SY vs Ton] Follow-up (NCDOT)**

It is not consistent because at the bridges it is paid by the tons. Very steep dangerous measure by plan quantity instead. What about the remaining items such as fabric, ABC, pipe and undercut when doing rock slopes? All these items are usually already an independent bid items in majority of contracts. Mr. Allen would prefer rock plating to be an individual line item with a ton unit price rather than lumped with the other stone materials. The biggest risk for the contractor is the tonnage and not the other items. Construction Unit will discuss further and potentially include it in the 2024 Specifications.

There is discussion about changing the rock plating detail to minimize erosion of the ABC at the top of the slope. It would require the contractor to install the rip rap up to the shoulder break point and the remaining section would be ABC. It is understood that the contractor works with different stone sizes therefore it will hard to be right at the shoulder break.

### **Litter Provision Follow-up (NCDOT)**

The primary issue with this provision was the litter disposal. A line item for litter disposal paid for in tonnage has been included.

The provision will be included in the May Let.

### **Tack Mulching (NCDOT)**

Asphalt tack will remain for mulching. The rate is less than SC but more than other states. Roadside has also included paper hydro mulch at the rate recommended by NC State. There will be other materials included that are part of the approved product list. This will allow the contractor to bid appropriately and be objective on the application rate. This will most likely be included in June Let.

### **Erosion Control on Resurfacing Follow-up (NCDOT)**

Roadside is still reviewing the quantities that are in the resurfacing contracts.

### **Law Enforcement PSP (AGC)**

The new special provision will allow unmarked vehicles allowed but will need to define where blue lights are on the vehicle. The provision will read something like "a marked vehicle is preferred but if not available an unmarked vehicle can be used."

**ORD Update (NCDOT)**

Mr. Edwards gave an update on ORD and 3D modeling. The Department is almost ready to use the software for workflow and processes.

Next meeting is scheduled for April 27, 2022

2022 Meeting Dates

June 16

August 18

October 20

December 15