



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JOSH STEIN  
GOVERNOR

DANIEL H. JOHNSON  
SECRETARY

June 18, 2026

AGC/NCDOT Roadway Subcommittee Meeting Minutes – June 18, 2026

The meeting was held in the Riverwood Conference Room at NCDOT Century Center on June 18, 2026, at 10:00 am. Microsoft Teams was available for virtual attendance. The following were discussed:

**Utility As-Built Plans (AGC)**

AGC detailed the difficulties contractors are experiencing regarding what municipalities are requiring on utility as-built plans. These requirements can vary between different municipalities and often seem to reflect the municipality's preferences rather than specification requirements. Contractors are also facing extended wait times for reviews of utility as-built submittals. DOT requested the AGC provide a list of municipalities where these are common issues. DOT will follow up with these municipalities and discuss the requirements of the Specifications. DOT will also establish expectations for preliminary as-builts as this are not final as-builts and all details may not be incorporated. The State Utilities Manager, Mr. Kieth Garry, was not in attendance but the Construction Unit will follow up with him on this topic.

**Drainage Detailing (AGC)**

DOT followed up with design units and there are items that the Department can improve regarding the design depths of storm drain. These items include ensuring design depths are using subgrade elevation rather than finished roadway elevation and taking into consideration other proposed work such as FDR. The Construction Unit also met with the State Hydraulics Engineer, Mr. Matt Laufer, to detail these concerns and discuss solutions. DOT will investigate the storm drain submittal review process and see what improvements can be made. DOT is in the process of updating the Manual for Construction Layout and incorporating improvements to help alleviate these issues. The Department requested that if a project has serious issues in regards to the storm drain design depths, that the Construction Unit be made aware so Preconstruction can be involved. Some Contractors have provided projects to Mr. Victor Barbour where there have been issues with storm drain design depths. Mr. Victor Barbour requested that if there are other projects with issues that those be sent to him so a list can be compiled for the Department. DOT inquired if AGC was seeing supplemental surveying being used to compensate for reworking storm drain. AGC felt that the Department's use of supplemental surveying varied by RE's offices and that the rate is lower than what surveyors are charging. The Construction Unit plans to investigate the use of supplemental surveying further.

### **Drainage Structure Payment (AGC)**

AGC detailed concerns on when drainage structures and frame/grates are being paid for by different RE's offices. Some offices are paying for drainage structures when they are set, pipes installed and grouted in. While other offices are waiting until adjustments are made and inverts poured. AGC stated that much of the cost of the drainage structure is setting it into place and tying in the pipes. There is variation to when frame/grates are being paid for as well. Some offices are paying for frame/grates when they are set on drainage structures and others are waiting until they are incorporated into curb and gutter. The Construction Unit concurred that drainage structures should be paid for when they are set in place and pipes grouted in. It was determined that frame/grates should be paid for when they are incorporated into curb and gutter because of the installation work needed outside of temporarily placing them to cover the drainage structure. AGC made note that having drainage structures uncovered is a safety concern. The Construction Unit recommended utilizing material prepayments for frame/grates so some compensation could be made prior to frame/grates being incorporated into curb and gutter. The Construction Unit plans to detail when drainage structures and frame/grates are paid for in an upcoming Roadway Bulletin.

### **Enhanced Bidding (NCDOT)**

Enhanced bidding will begin on July 1, 2026 for Division let projects and July 21, 2026 for Centrally let projects. All bidding will be done through web browsers. All neighboring states to North Carolina have previously implemented this process or are working towards it. Contractors will use existing log in information and there is a security key option that can be utilized. One feature will be the ability to save a draft version of a bid and then go back in and update it later. There will also be the ability to revise a previously submitted bid. Additional information on enhanced bidding is available online through [Bid submission in Bidx.com – Bidx](#). The Department will send out an email to all prequalified bidders to update them on this upcoming change.

### **Erosion Control Quantities (NCDOT)**

The Construction Unit investigated overruns and underruns of erosion control quantities from the past 3 years of projects that have been closed out. DOT held internal meetings with the Roadside Environmental Unit to gain a better understanding of how the estimated quantities are determined. There are complex calculations that are used to estimate these quantities and there are a lot of unknowns that are hard to account for. The State Roadside Erosion Control and Roadside Management Engineer, Mr. Aaron Harper, analyzed the overrun and underrun data and there are a few items that the Roadside Environmental Unit will further research with the Construction Unit. The Department may request the assistance of AGC to more clearly understand how these specific line items are typically bid. Largely there are no consistent variables that create a routine pattern of overruns or underruns. Mr. Aaron Harper explained that erosion control quantities at borrow/waste sites are a token quantity. These token quantities are based on cubic yards of material for the project on a scaled factor. The Department is open to input from AGC at how contractors look at erosion control quantities for borrow/waste sites to see if there are any

improvements that could be implemented. By the nature of erosion control items there is a lot variability in the devices themselves as well as contractor means and methods. The weather will always be a factor that can lead to significant overruns of underruns. The Roadside Environmental Unit is going to continue looking at this topic and circle back with the Construction Unit and AGC. The Department is open to any ideas that AGC may have that could improve matters.

**2026 Meeting Dates**

August 20

October 15

December 17

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