



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

NICHOLAS J. TENNYSON
SECRETARY

February 23, 2016

MEMO TO: Jeff Allen, Jonathan Bivens, Stuart Bourne, Larry Brickey, John Bridge, Chris Byers, Judith Corley-Lay, Ron Hancock, Bruce Hazle, Brandon Hill, Ryan Ilg, Berry Jenkins, Phillip Johnson, Steve Kite, Ben Lanier, Don Lee, Glenn Mumford, Mark Perkins, John Pilipchuk, Wayne Ramsey, Ian Scott, Jim Sebert, Lamar Sylvester, Michael Taylor, Kevin Thomas, Brian Webb, Roger Worthington

FROM: R. A. Garris, PE
Contract Officer

SUBJECT: DOT-AGC Roadway Subcommittee Meeting Minutes

The subject committee met on February 18, 2016 at 9:30 a.m. in the Riverwood Conference Room at the Century Center.

Agenda and Discussion Items :

Recruitment of QC Technicians and Certified Employees

Larry Brickey

Mr. Brickey mentioned that there have been six people recruited from his company alone to consultants who can offer them the guaranteed time and money. There is a lot spent on these technicians for training and certification only to be taken by others.

Mr. Jenkins mentioned that it seems to be a high number of CEI staffed to the smaller projects across the state. The AGC members verified that this is true of both large and small projects.

Mr. Phillip Johnson mentioned that he will look into the contracts that they have with the consultants for both of the issues.

Rock and Broken Pavement Fills

Unfortunately, the one that was to discuss this was not able to be present to the committee meeting. Mr. Jenkins mentioned however that there were some questions about the process being incidental to the work with no pay items and it is very hard to quantify. Since the individual who added this to the agenda was not present, the item will stay on the agenda for April's meeting.

Rock Undercut / Unclassified Excavation on LS Grading Below Subgrade **Jeff Allen**

Mr. Allen mentioned that on projects where there is lump sum grading, and you encounter rock within 12” of the subgrade, how do you get paid for any undercuts that involve rock, especially if you did not know that rock was present on the job and there is no line item for unclassified excavation. It was also stated that Resident Engineers do not see this as extra work covered under Article 104-7.

Mr. Johnson noted that he will look into it and get back with the members at the next committee meeting.

Payment for Foreman’s Time on Force Account Work **Jeff Allen**

Mr. Allen brought up that on force account work that is for a long duration, the prime pays the Foreman, required by NCDOT, on a salary basis. If work does not take place on a project due to weather, etc, the prime still has to pay the Foreman for the day even though there is no work for them to do because they are only assigned to that one job.

Mr. Johnson said that he would look into it and bring it back to the next meeting of the committee.

Final Claims and Verified Claims Process for LAP Projects **Jeff Allen**

Mr. Allen mentioned that on local/municipal projects if the prime and the municipality (owner) cannot come to term on a project that there is no process for claims beyond that. On the LAPs, the municipalities are typically not experienced nor have a process for claims and they take the information to the NCDOT Division office. If the division does not support the claim, the municipality usually follows and there is no independent review for a next level submittal or appeal. Since NCDOT is not the owner of the project, the LAP projects do not follow the verified claims process. The AGC is looking to see if there can be an administrative level review at NCDOT so the primes and the municipalities do not have to go to court.

Work Zone Speed Limits **Wayne Ramsey**

Mr. Ramsey brought up the concern with not lowering the speed limits on project where they are considered working “behind the barrier” as there is still work being done on the shoulders in unprotected areas and vehicles pulling in and out of the work area.

Mr. Steve Kite stated that research has shown that reduced speed limits in these areas do not slow down the speed. For example if you post at 55 mph and the 85th percentile is 67 mph, there is a disparity between the speeds which tends to bring about safety issues. It is better to have everyone going 65-70 mph.

Mr. Kite is looking at not using the black and white speed signs in a work zone, but to use digital means to reduce the speed as needed (i.e. night work, lane shifts). Per Mr. Kite, the digital speeds are enforceable by the State Highway Patrol. The Traffic Management Unit is also looking into revising their criteria for reduction in work zone speeds and using speed placards in areas of lane shifts etc without lowering the speed in the entire project.

Utility Relocation **Wayne Ramsey**

Mr. Ramsey stated that utility relocations impact the schedule of projects, especially design-build projects and he wanted to know what the industry can do to control the situation more. Mr. Roger Worthington stated that they are trying to work with the utility companies to get in early

and do the relocations before the project is advertised. A series of meetings has been set up to listen to the concerns of the utility companies in this endeavor. Some concerns relayed so far include spending the money to move the utilities and then nothing happens for years, or the plans are revised before advertisement and they need to go out a second time.

AGC mentioned a few options such as the utility companies having contractors on call to move the utilities that they have trained and trust so as to address the backlog and lack of personnel to do the work. Also, that NCDOT will reimburse the company if the project fails to move forward.

Next Meeting

The next meeting is scheduled for April 21, 2016 at 9:30 a.m. in the Riverwood Conference Room at Century Center B.