



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

October 17, 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, Brenda Moore, Michael O'Shields, Mark Perkins, Jeff Saunders, Ian Scott, Lamar Sylvester, Kevin Thomas, Dave Tolley, Brian Webb, Robert Williams

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

SUBJECT: DOT-AGC Roadway Subcommittee Meeting 10/19/17 Agenda

The next meeting will be held at the Riverwood Conference Room in the NCDOT Century Center Building B at 10:00 a.m on Thursday, October 19th. The following is a list of items scheduled for discussion:

- | | |
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| 1. New Mix Design Process | Brian Hunter |
| 2. Support of Frames and Grates | Jonathan Bivens |
| 3. Revised Work Zone Certification Requirements | Steve Kite |
| 4. Interstate Resurfacing Provision | Steve Kite |
| 5. Shoulder Berm Gutter with Guardrail | Jonathan Bivens |



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October 31, 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, Brenda Moore, Michael O'Sheilds, Mark Perkins, Jeff Saunders, Ian Scott, Lamar Sylvester, Kevin Thomas, Dave Tolley, Brian Webb, Robert Williams

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

SUBJECT: DOT-AGC Roadway Subcommittee Meeting Minutes

The subject committee met on October 19, 2017 at 10:00 a.m. in the Riverwood Conference Room at the NCDOT Century Center:

Agenda and Discussion Items :

New Mix Design Process (handout)

Brian Hunter

Mr. Hunter asked if the new concrete mix design approval process was working. Industry responded that it seems to be working well. Mr. Hunter passed out a handout from July 2017 that contained information for the now official mix design process.

Support of Frames and Grates

Jonathan Bivens

Mr. Bivens stated that the standard for frames and grates has narrow vertical upright and if there is any offset, they have been required to build false walls of which they do not have in their bid. This is costing time and money for the contractor.

Since NCDOT has allowed precast boxes, some of the manufacturers make one standard size that does not get full support all the way around, only the sides. Manufacturers have told the contractors that you do not need 100% support that there needs to be some room for adjustment. The contractors are not getting the benefit of the adjustment. Per industry, this is especially troublesome if the project is over multiple phases and you are coming back in a year to do the shoulder berm gutter. Need to be clear on what is going to be required in the specs and plans.

Mr. Howerton stated that he believes that the sides are self-supporting. The critical side is the traffic side. The only time that he requires a false will is if the frame is completely off the wall. If partially on and still supported, they may require a lentil.

Mr. Sylvester stated that he has a meeting with the DCEs the first week of December and will bring this up as one of the discussion points.

Revised Work Zone Certification Requirements

Steve Kite

Mr. Kite stated that NCDOT is allowing companies the ability to train their own staff for work zone certification. This will minimize the wait for individuals to get into classes. NCDOT will review the company's training materials and exam to ensure compliancy and consistency. Mr. Kite mentioned that they are currently working on an outline for companies to use for their program and assist in developing questions for the exam.

Mr. Kite mentioned that NCDOT realized there was a gap with installer training. So beginning July 1, 2018 NCDOT will be requiring installer training for anyone working on freeways and interstates. These employees can also be internally certified with the work zone supervisors.

NCDOT will no longer issue certification cards. Companies will maintain their own list for their records.

Interstate Resurfacing Provision

Steve Kite

Mr. Kite stated that last year new provisions came out that targeted the work zone on freeways and interstates for resurfacing projects (i.e. Digital Speed Limit Signs, Presence Lighting, Sequential Lights) and wondered how the new lighting was doing.

Industry mentioned that the presence lighting took away from the focus and effectiveness of the blue lights and sequential lights, as well as taking up a lot of space in the area behind the barrier.

Mr. Kite stated that the presence lights were meant to be used in area that you left or areas that you will be getting to and not for the area that you are currently working in. The concept behind the presence lighting was to give the dark area light so speeds will be maintained and more uniform. Mr. Kite mentioned that he may have to go back and look at the presence lighting provision to be clearer. He also mentioned that presence lighting is not needed if there is overhead lights already on the facility. The work zone group hopes to start collecting speed data soon.

Mr. Kite stated that Lamar Sylvester and he are currently working on the ability to pre-stage the work zone area for maximum production. Mr. Kite is also working on paying by the "lane closure" per each for single lane closure, double lane closure, etc., instead of paying for individual items. Mr. Kite mentioned that they is still open for discussion and will be for resurfacing projects only. Mr. Kite is currently developing the language and will be sending it to the committee to review.

Shoulder Berm Gutter with Guardrail

Jonathan Bivens

Mr. Bivens stated that they are getting breaks in the asphalt shoulders when installing guardrail. Mr. Howerton stated that NCDOT has increased the concrete thickness for 2018. However, he has heard that even with very thick asphalt where it is wedged up on a rehab job, there are breaks in the asphalt due to the pounding. Industry stated that NCDOT may want to look to add a pre-drill option for very thick shoulders.

Other

Utility Plan Profiles

Bo Hemphill

Mr. Hemphill stated that utility plan profiles are not required for DEQ permitting, but wanted to know if industry wanted to see the profiles. Industry stated that they would like to see the profiles as they are used for bidding. Mr. Hemphill stated that he will start requiring the profiles.

Banking on Division Let Projects

Berry Jenkins

Mr. Jenkins mentioned that the Office of Civil Rights Director, Ms. Shelby Scales had concern with whether or not to continue banking. There is still discussions going on, but it is business as usual for at least the rest of the year.

Industry stated that banking helps them out, especially on those projects where the work is more specialized and they are not getting any quotes. Industry also stated that in general with the demand with municipal bond contracts, more division contracts, etc, it is getting very challenging to find the labor. Industry will also take a risk with a new firm knowing that they get a little carrot with the banking.

Joint Meeting

Berry Jenkins

Carolina's AGC has a joint meeting with the Construction Division of the NC Bar Association in a couple weeks. The chair to this association has asked for feedback on how the outsourcing is working primarily as it relates to CEI firms. Mr. Jenkins is asking for feedback from the Roadway Committee. Industry stated that the CEI resolution process still needs to be addressed (time frames, etc.)

Dates of NCDOT/AGC Joint Meetings

Lamar Sylvester

Raleigh: February 5th and 6th at the North Raleigh Hilton

Atlantic Beach: February 21st and 22nd at the Double Tree

Asheville: March 13th and 14th at the Crown Plaza

Mr. Sylvester stated that if there are any topics you want discussed to let Berry Jenkins know. They will start out with a luncheon and end the next day after the morning session.

80% Vegetation

It is taking 6 months to get to 80% vegetation, even if they feel they have reached 80% prior to the 6 months. This is preventing jobs from being able to be closed out. Feel that the field is using the 6 months as a maintenance time. Need clarity on the 80%. Mr. Sylvester stated to let him know when this is happening.

Next Meeting

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



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JAMES H. TROGDON, III
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DATE: July 25, 2017
TO: Division Engineers
FROM: Brian Hunter, PE *Brian Hunter*
State Laboratory Operations Manager
SUBJECT: Updated Concrete Mix Design Approval Process

As mentioned in the Memo dated February 28, 2017 with the subject of *Interim Concrete Mix Design Approval Process*, the concrete mix design process was being streamlined.

As of the latest release of HiCAMS, July 21, 2017 Version 8.5.2, Build 8.5.2011, concrete mix designs will no longer be assigned to specific contracts. The contractor will no longer need to submit the form 312R through the Residents Engineers office, which was then passed to Materials and Tests for assignment to a contract.

NEW CONCRETE MIX DESIGN PROCESS:

Entry of the mix design into the HiCAMS database.

- The concrete producer submits a mix design on Form 312U and includes supporting documentation for the mix to the Materials and Tests Unit.
- Concrete mix designs are submitted to a general account at Concretedesigns@ncdot.gov which allows multiple people to access the design and provides a consistent email regardless of personnel.
- The mix is then verified and entered into the database.
- A copy of the mix as it was entered into the database is sent back to the concrete producer to verify everything is correct.

Inspectors will still need to verify that the mix delivered is consistent with mixes approved in the database and meets the intended purpose as defined in the contract.

Anyone with HiCAMS access can print or view a copy of the current database mix design from HiCAMS. A website has been created to show all approved mix designs numbers. The web address is: <https://engblp.services.ncdot.gov/EAS/CMD/Main.aspx>

When needed and requested from the Resident Engineer's office, the Concrete Mix Design Engineer can still add a comment to any mix design to adjust the mix for a specific purpose.

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