

## ACEC Transportation Committee Meeting Minutes

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**Monday August 12, 2019 | 3:00 PM | NC Rural Center | Raleigh, North Carolina**

### **1. Welcome and Opening Remarks - Jim Smith**

Thanks to Meeting Sponsors: AMT and TELICS

#### NCDOT Cash Balance/Project Delivery Update by Jim Smith.

- The memo previously distributed to ACEC Transportation firm members summarizing the meeting between Monty Irwin, Dereck Clyburn, and NCDOT Secretary Jim Trogdon was recapped. A copy of the memo is attached.
- Many firms are reporting to ACEC that the cost cutting initiatives have already begun including the layoffs of temporary employees, embedded employees, and CEI staff.
- Reports of different messages from different divisions were also noted by some members.

#### NCDOT Cash Balance/Project Delivery Talking Points by Chris Werner, Director of Technical Services

- In 2017, NCDOT began the process of expediting project delivery with hundreds of projects accelerated. The process NCDOT implemented must now adjust for unforeseen circumstances that have recently occurred. Circumstances such as unclear scope for projects and accurate costs not being clear. As projects progressed scope increased by as much as 40% before reprioritization would occur.
- Map Act settlements have resulted in unbudgeted expenses. Projects under contract will continue.
- 2018 brought an enormous amount of unanticipated cost for natural disasters. Many storms were declared, some were not. These included snow, washouts, hurricanes, and rock slides. The department is now trying to absorb, modify where possible.
- Draft STIP has 2 billion in projects. Historic NCDOT PE expenditures: 2011 - \$151M, 2012 - \$169M, 2013 - \$192M, 2014 - \$175M, 2015 - \$190, 2016 - \$215M, 2017 - \$266M, and 2018 - \$515M. Even with the temporary slowdown, the Department expects PE expenditures for 2019 will be approximately \$375M, still above the level experienced in 2017.
- Coordination with Division Engineers is occurring to adjust the 10 year program.
- IPD has started initiative to start using resources more effectively and efficiently, to help deliver and reduce cost.
- Cost cutting measures have begun and additional measures are being considered to avoid hitting the cash balance floor. Contract resurfacing, mowing have been cut back immediately. Preliminary engineering is not so easy to stop without wasting money. Need to make larger cuts and options are being considered for preliminary engineering to maintain the balance. The strategy, not being implemented yet, is to maintain all bond projects if the projects make sense. The focus will then be on projects with major milestones in 2019-2021. If not scheduled for let anytime soon, say 2026, the project may pause. Projects with milestones in 2022 to 2029 will be examined to determine if there are good reasons to continue the project. Divisions received this information last week

and returned feedback on Friday and presented to Secretary on Monday. The department is currently going through some strategies.

- Final recommendations will be made by this Friday (August 16<sup>th</sup>) for projects for a hard stop. This pause is expected to be revisited every month to determine if restart can occur.
- Temporary employees and embedded employees staffing in continuing to being evaluated and providing justification will be required. Embedded firms will need justification to continue with this staff. This staffing information may not be available until after project holds are finalized, Friday (Aug 16<sup>th</sup>) or Monday (Aug 19<sup>th</sup>).
- Divisions have been directed to be consistent with the Department's message.

#### NCDOT Cash Balance/Project Delivery Q&A by Chris Werner

- Question: MAP Act was a legislative issue, shouldn't the cost associated be from the General fund not Highway fund?
  - Answer: *This is part of the strategy being considered.*
- Question: Can ACEC help?
  - Answer: *Will take this suggestion back to the Secretary*
- Question: How will current contracts be affected?
  - Answer: *All current contracts will continue until further notice.*
- Question: Why will Bond funds not be issued this year?
  - Answer: *Maybe political, election next year may be effecting the decision.*
- Question: How is revenue holding up? Are the projections where they are supposed to be?
  - Answer: *No issue with revenue*
- Question: CEI firms were hit very hard. What was the direction given to Divisions?
  - Answer: *No specific dollars or % cut mandated*
- Question: Will Garvee projects keep moving?
  - Answer: *Believe all bond projects will move forward but being evaluated. Look for Friday information*
- Question: Turnpike projects affected?
  - Answer: *Being reviewed separately but also reviewed*
- Question: Several large DB's have been awarded and large CEI contracts with contracts that have been slow to issue. Has the hold up on contracts been associated with this issue?
  - Answer: *No contracts have been being purposely held up. Not aware of any purposeful hold ups.*
- Question: What is cap for CEI?
  - Answer: *Specific numbers will be given later.*
- Question: When a project is determined to be on hold, how much notice before work is stopped?
  - Answer: *Projects will be pencils down with no further work when given notice.*
- Question: What can we expect for future PE fees?
  - Answer: *This fiscal year will not be what last year was. Cannot continue to spend \$500 million on PE fees. Not expecting to go back down to \$200 million. Somewhere in between.*
- Question: Will any DB projects be affected if the balance floor is reached?

- *Answer: Anything not executed is fair game.*
- Question: Do you know the # of staff released on Friday?
  - *Answer: Should know within 1 or 2 days of Friday. Will provide clarification. Some have already been given notice.*
- Question: Will project list go out to ACEC?
  - *Answer: Werner, his recommendation is list to provide list to all, ACEC, Divisions, Units, etc.*
- Question: Does PE funding include of all engineering and CEI?
  - *Answer: Yes, all preconstruction activities and CEI*
- Question: Will this extend to municipalities with reimbursement funds?
  - *Answer: Don't have the answer will check*
- Question: How will this effect AGC?
  - *Answer: There is a big construction backlog and will take years for construction to slow down.*
- Question: Can DB's move forward with engineering to at least get permit info ready?
  - *Answer: Would make sense, can recommend.*
- Question: Any discussion of availability of funds to contractors in contracts?
  - *Answer: Werner it is a part of the strategy. Looking at everything.*
- Question: Are all types of projects included in this slowdown?
  - *Answer: Everything is on table even express designs (feasibility studies)*
- Question: We don't want to lose too much staff with CEI? Don't want a mass exodus. Can you give timeframe so we can prevent?
  - *Answer: Yes, comment will be noted*
- Question: Will Bridge inspection contracts be affected?
  - *Answer: Will check.*

Final Comments by Chris Werner: All NCDOT expenditures are being examined even beyond projects. Expenditures for special initiatives such as IPD, ORD, Roadway design manual revisions, and Project ATLAS are all being examined. This initiatives have a huge project payoff, but what is the strategy? Would hate to see these get paused but all is being considered.

Final Comments by Jim Smith: Word will be disseminated as soon as possible. Don't go on rumors wait for official word. We don't want different groups to get different messages.

## **2. New Chair and Vice-Chairs – Keith Skinner**

Keith Skinner (RK&K) was introduced as the new Transportation Committee chair. Vice-Chairs Jeff Thatcher (Gannett Fleming, inc.) for construction and Lisa Samples (ms consultants, inc.) for design were also introduced.

## **3. Special Speaker – CRS Update – Michele Long and Robert Stroup, NCDOT**

- Current Consultant CRS application status: 48 in progress, 19 submitted, 34 approved, 6 rejected. Once submitted, an application is in OIG's hands for rate review. System is working well. Note that applications can go back and forth in status as information is

requested and the application is rejected or returns to in progress as part of the review process.

- Current approved rates still hold while new rates may be in process.
- Asking firms to slow down, if submitted, in review, or approved, pause and don't put new data into the system for a few weeks to give OIG a chance to catch up. OIG will still approve contracts while applications are in process, so firms can still get task orders.
- Initial rollout allowed access based on prequalification date, but firms can then request an override to get on the cycle with the firm's yearly raise cycle.
- The data to be entered in the CRS system is large. For example, there are approximately 130 firms represented across the Eastern Region Division contracts.
- There was a glitch in the system in which previous deleted employees are displaying in some firm's employee list. Easiest solution to this is to simply mark them as non-billable.

#### CRS Q&A

- Question: How notified are firms notified if their CRS application has been approved?
  - *Answer: Will get an email with letter of approval from Lonnetta Raynor to your firm's designated prequalification person.*
- Question: How do firms enter new rates after yearly increases if rates are locked?
  - *Answer: Initial data entry was to be by prequalification date but then entry of new rates after a firm's yearly raises will move to that date. Firms need to contact Lonnetta Raynor to request their rates to be unlocked for the first year of rate increases, subsequent years rate updates will be locked to this date. Rates are no longer tied to contracts.*
- Question: What about CEI technicians?
  - *Answer: In general CEI techs are not going into the CRS system because their rates are more varied from division to division. Material testing personnel are different, more stable and should be in CRS.*
- Question: Will updates be sent out so we know if subconsultants have submitted their rates?
  - *Answer: Just call and check. 14 firms have not entered data. Can't do work if don't submit rates.*

#### **4. Subcommittee Reports**

##### **Design Build: Matthew Payne - Meeting held August 6<sup>th</sup> (See Minutes Attached)**

##### **Key Points:**

- City of Raleigh Presentation – The City is looking at alternative delivery of projects in order to deliver projects on a maximum 3 year schedule. Suggested model is Progressive Design Build.
- To address pedestrian safety during construction, WZTC has posted new procedures and guidelines. This information has been in recent RFPs and will likely be referenced in future RFPs.
- NCTA – I-540 contracts executed. Working with Southern Environmental Law Center to

mitigate issues within lawsuit.

- Upcoming Design Build Projects – List is provided as attachment to minutes
- Noise wall workshop – Still working on this issue to develop accurate pricing.
- Stipend Report – Efforts continuing to increase stipends to be dependent on the amount of information the designed must provide in pursuit.
- Nov 5<sup>th</sup> next meeting

### **Project Delivery: Tim Hayes - Meeting held August 8th (See Minutes Attached)**

#### **Key Points:**

- Current NCDOT Co-Chair, Scott Cole, is retiring. New co-chair is Brendon Jones.
- Upcoming contracts – Central Statewide Planning and Design LSA to be advertised February 2020
- Selection should be this week for Utility Coordination LSA
- Technical services – Tentative dates: April 15<sup>th</sup> and 16<sup>th</sup> preconstruction workshop
- Consultant evaluation process was updated by Brenda Moore. Progressing, currently working out the logistics of the electronic platform
- IPD – has a connect site with ability to subscribe to monthly newsletter. Developing a new workflow “Project development network”. Communication – 2 minute videos on various topics, webinars, computer based training are all now available on the CONNECT site.
- AGC has requested a procedure to get in touch with designers. Consideration given to add post design work to contracts and to develop a way to get reimbursed for construction questions.
- Microsoft project templates still under development. Firms need to start learning how to use Microsoft project.
- Planned May 2020 soft rollout of ORD, pilot projects continuing. Significant changes ahead. Anticipate November 2020 full implementation. NCDOT still has significant work remaining to get ready.
- Nov 7<sup>th</sup> next meeting

### **Construction & Materials: Allen Pope - Meeting held August 6th (See Minutes Attached)**

#### **Key Points:**

- CRS and CEI reduction major topic of meeting.
- No consensus on uniform coversheets for invoices or CEI guidelines.
- Requested NCDOT reevaluate vehicle reimbursement rates and billable PM visits.
- Silica exposure safety issue - NCDOT Safety offering an online training course.
- October 16<sup>th</sup> next meeting

### **Structures: Sam Cullum - Meeting Held Aug 5th (See Minutes Attached)**

#### **Key Points:**

- Training Oct 3<sup>rd</sup> steel bridge forum. Beginning discussions for next fall seminar

- prestressed concrete.
- PEF Opportunities – Year 2023 is being scoped, Year 2024 bridge program (20 projects) is prescreened and likely to be scoped next year.
- Chapters 9 and 10 of the Structure Design Manual were updated in June, approach slabs and bridge layout chapters are next.
- Crash Testing Research Project - 2 bar metal rail will likely be classified as a TL-4 railing
- January let projects will require Mash railing compliance.
- November 4<sup>th</sup> next meeting

## **Joint Conference: Greg Cols**

### **Key Points:**

- Joint Transportation Conference is on Oct 29<sup>th</sup> with the typical opening evening reception on the 28<sup>th</sup>. Registration opens August 19<sup>th</sup>.
- Sponsor levels up a bit this year, booths tied to sponsorship. To get a booth you must be a platinum or gold sponsor.
- Will have four 1 hour sessions with 4 tracks: Cool projects, Engineering the future, Multi model transportation, Project Delivery
- Registration will be capped at 1200
- Question: Any concern with NCDOT attendance because of budget shortfall? Answer: Has not been announced.

## **5. Other Business - Jim Smith**

- Training, October 28<sup>th</sup> – FAR audit training session, limited to 30 participants – 1 member per firm.
- Members reception in Asheville, Thursday
- 50 Anniversary Gala November 19<sup>th</sup> in Pinehurst at the Carolina inn. There has been a drop in submitted projects, would love to see more projects
- Legislative Update – No state budget – still in impasse, no call for override because they can't override without Democrats. Passed the indemnification bill. Not originally in our NCDOT contracts, but NCDOT ensured it is in full compliance. Big win for industry. Federal level – should see Fast Act reauthorization later this year. Will be some changes and some money added. It is a bipartisan issue, will keep members posted.
- Question about FEMA reimbursement? Current pressure by many states – historically very slow reimbursements. Election year next year – don't expect huge changes. ACEC will put together numbers for impact of funding shortfall.
- Open Discussion - No comments or questions.

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**Next Meeting: November 18, 2019 | NC Rural Center, 3 pm**

# **MEETING SIGN-IN SHEETS**

## ACEC/NC TRANSPORTATION COMMITTEE MEETING

**Monday, August 12, 2019 AT 3:00PM**

**NC Rural Center**

## Raleigh, North Carolina

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# ACEC/NC TRANSPORTATION COMMITTEE MEETING

Monday, August 12, 2019 AT 3:00PM

NC Rural Center

Raleigh, North Carolina

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Monday, August 12, 2019 AT 3:00PM

NC Rural Center

Raleigh, North Carolina

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# ACEC/NC TRANSPORTATION COMMITTEE MEETING

Monday, August 12, 2019 AT 3:00PM

NC Rural Center

Raleigh, North Carolina

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**Monday, August 12, 2019 AT 3:00PM**

**NC Rural Center**

***Raleigh, North Carolina***

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**Monday, August 12, 2019 AT 3:00PM**

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[illegible]

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**Monday, August 12, 2019 AT 3:00PM**

**NC Rural Center**

***Raleigh, North Carolina***

[illegible]

# **SUBCOMMITTEE MEETING MINUTES**



## NCDOT/ACEC-NC/CAGC DESIGN-BUILD JOINT COMMITTEE – Meeting Minutes

Date: August 6, 2019 at 9:30 AM  
Location: NCDOT – Century Center, Building A,  
Structures Conference Room C, 1020 Birch Ridge Drive, Raleigh, NC 27610  
Attendees: See Meeting Attendee List

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- I. Welcome and Introductions (Teresa)
1. New committee members for ACEC-NC
    - a. Merritt King, KCI
    - b. Jonathan Henderson, HDR
    - c. Mickey Wing, Baker
- II. City of Raleigh (Beth Quinn/Sylvester Percival)
1. Design-Build Program Presentation
    - a. The City is looking at alternative delivery of projects in order to deliver projects on a maximum 3 year schedule.
    - b. Due to the current legislative language, the City can only select Design-Build Teams on qualifications and cannot select on best value. Since the Department must adhere to a best value procurement process for Design-Build projects, the Department will not be involved in the City's Design-Build pursuits unless the current legislation allowing municipalities to pursue Design-Build projects is modified.
    - c. The City will likely shortlist 3 teams based on qualifications for each pursuit.
    - d. The City is looking for assistance from the industry to present the correct Design-Build model to deliver projects and garner buy-in from the Town Council, City Management, contractors and consultants.
    - e. Projects are anticipated to be on the order of magnitude of \$10M to \$12M, one-mile urban widening projects.
    - f. The City will likely be advertising for an Owner's Advisor to assist in the delivery of their Design-Build program under a separate RFQ.
    - g. Based on the description of selection, scope and information to be provided to advertise a project, the committee suggested that a Progressive Design-Build Model would be appropriate.
    - h. The committee recommended utilizing the DBIA website for information and best practices regarding qualification based Design-Build procurements.
- III. NCDOT / NCTA Items (Teresa / Rodger)
1. NCDOT Updates
    - a. In order to address pedestrian safety during construction, WZTC has posted procedures and guidelines to the connect website site below. This information has been in recent RFPs and will likely be referenced in future RFPs.  
  
<https://connect.ncdot.gov/projects/WZTC/Pages/PedSafety.aspx>
  2. NCTA Updates
    - a. I-540 contracts have all been executed and work has started. Stipends and debriefs are set to be scheduled.
    - b. NCTA is working with Southern Environmental Law Center to mitigate the issues within the lawsuit as well as provide covenants within the suit to meet the obligations on other sections of I-540 and prevent future lawsuits on the corridor.

- c. Mid-Currituck bridge advertisement likely delayed due to lawsuit timetable and change in funding source. Updated project schedule will be provided towards the end of 2019.
- d. There has been no change for the US74 Express Lanes project timetable.

IV. Upcoming Design-Build Projects (Anticipated DB List) (Teresa)

- 1. List has been distributed to the committee and is provided as an attachment to these minutes.

V. Carolina AGC Items (Victor)

- 1. None reported this meeting.

VI. ACEC Items (Matt)

- 1. Noise Wall Workshop
  - a. The Department continues to have conversations on the cost responsibilities of noise walls and has not made any decisions. The Department will continue to discuss possible requirement modifications as projects under contract with the current language finalize the Design Noise Reports.
  - b. .
  - c. While the discussion at the Noise Wall Workshop was productive and produced valuable input, the committee will look to limit the size of future workshops and disseminate the information to the industry.

VII. Open Discussion / Ongoing Items (Committee)

- 1. Stipend Report
  - a. The Department stated that the Stipend Report developed by the industry detailed national data and requested that ACEC/CAGC members provide NC specific information. Specifically, the Department requested more specific data on the increase in required work effort to develop the Technical and Price Proposals (e.g. Hydraulic Tables, noise wall considerations, ATC development, etc.) . The details on this additional required work effort will assist in justifying higher stipends. However, it was noted that due to the Department's current financial situation, increasing stipend amounts may be difficult.
  - b. The Department also requested that the ACEC / CAGC members provide cost / benefit information that compares the ATC production costs to the value and costs savings the Department receives through the incorporation of concepts developed through the ATC process.

VIII. Next Meeting (Matt)

- 1. 2019-2020 Meeting Schedule:
  - November 5, 2019
  - February 4, 2020
  - May 5, 2020

IX. Meeting Adjourn

**NCDOT / ACEC-NC / CAGC DESIGN-BUILD JOINT COMMITTEE**  
**Anticipated Design-Build Projects**  
**August 6, 2019**

- **R-5777D** - US 70 (Future I-42) install broadband fiber from I-40 to Morehead City Port  
**I-5986C** - I-95 install broadband fiber from South Carolina State Line to Virginia State Line -  
**Potential PPP - Still evaluating procurement process**
  - Potential August / September 2019 Advertisement
  - Preliminary Construction Estimate - \$36 million
  
- **R-5777C** - US 70 from Thurman Road to the Havelock Bypass - Upgrade to freeway standards -  
**Centrally Managed**
  - Anticipated December 2019 Advertisement - May be adjusted due to funding constraints and to better accommodate the R-5777A & B construction schedule
  - Preliminary Construction Estimate - \$123 million
  
- **I-2513B** - New Route from north of SR 3548 (Haywood Road) to existing US 19 / US 23 / US 70  
**I-2513D** - SR 1477 (Riverside Drive) from NC 251 / SR 1781 to I-40 SR 1231 (Hill Street)
  - Anticipated December 2020 Advertisement
  - May be combined with all or a portion of I-2513A
  - Approximately 2.6 miles
  - Preliminary Construction Estimate - \$456 million
  
- **I-6605** - I-87 / US 64 / US 264 from US 64 Business (Wendell Boulevard) to US 264 - Widen to six lanes
  - Anticipated December 2020 Advertisement
  - May be combined with I-6607 - Convert the I-87 / US 64 / US 264 / Smithfield Road interchange to a Diverging Diamond Interchange - Preliminary Construction Estimate - \$5 million
  - Approximately 6.8 miles
  - Preliminary Construction Estimate - \$54 million

- **R-2576** - Mid-Currituck Toll Bridge - **NCTA**
  - **Currently March 2020 Let Date - More than likely will be delayed, but won't move until closer to the end of the year**
  - **Approximately 9.9 miles**
  - **Procurement Type to be Determined - Design-Build / Design-Build Maximum Cap / Design-Build Finance - Department did not receive the INFRA Grant which impacts the Plan of Finance**
  - **SELC has sued the NCTA**
  - **Preliminary Construction Estimate - \$415 million**
  
- **U-5307A** - US 1 from I-540 to north of SR 2006 (Durant Road)
  - **Anticipated April 2021 Advertisement**
  - **Preliminary Construction Estimate - \$83 Million**
  - **All indication is U-5307B & C converted to DBB**
  
- **I-5703** - Reconstruct I-40 / I-440 / US 1 / US 64 Interchange  
**I-5701** - I-40 / US 64 from the I-440 / US 1 / US 64 interchange to SR 1370 (Lake Wheeler Road)  
 - Widen from six to eight lanes
  - **Anticipated April 2023 Advertisement**
  - **Preliminary Construction Estimate - \$130 Million**
  
- **I-5719** - I-85 from US 321 to NC 273 - Widen to eight lanes  
**U-3608** - NC 7 (North Main Street) from I-85 to US 29 / US 74  
**U-5800** - NC 7 between NC 7 / US 74 and NC 7 / US 29 intersections - Construct northbound through lane and improve intersections
  - **Anticipated June 2023 Advertisement**
  - **Preliminary Construction Estimate - \$219 Million**

- **U-2509A** - Improvements to routes that parallel US 74 - Independence Pointe Parkway, Northeast Parkway, Arequipa Drive and Krefeld Drive  
**U-2509B** - US 74 from NC 27 (Albemarle Road) to Idlewild Road - One managed lane in each direction  
**U-6103** - US 74 from I-277 to NC 27 (Albemarle Road) - One managed lane in each direction - **NCTA**
  - U-2509A, a **Design-Bid-Build Project**, will be partially completed / completed prior to U-2509B and U-6103 procurements - Possible May 2022 Let Date
  - U-2509B - Anticipated June 2023 Let Date - **Preliminary Construction Estimate - \$446 million**
  - U-6103 - Anticipated January 2023 Let Date - **Preliminary Construction Estimate - \$85 million**
  - U-2509B and U-6103 will more than likely be two separate Design-Build projects
- **I-2513C** - I-240 / I-40 / I-26 Interchange  
**I-2513A** - I-240 from north of I-26 / I-40 split to north of SR 3548 (Haywood Road)
  - Currently FY 2025 Design-Build Let in the Draft STIP - SAP shows June 2025 Let for R-2513C and June 2022 Let for R-2513A (December 2024 and December 2021 Advertisements)
  - Potential to accelerate as a Design-Build-Finance Project
  - May be combined with all or a portion of I-2513A
  - Preliminary Construction Estimate - \$203 million - Probably low
- **I-5718** - I-77 from South Carolina State Line to I-27 / NC 16 (Brookshire Freeway) Interchange (Exit 11) - Widen to ten lanes by constructing managed lanes - Reconstruct I-277 Interchanges and install ramp meters - **NCTA**
  - Will be divided into multiple projects
  - Currently FY 2028 in Draft STIP - May be accelerated to FY 2025 if funds become available
  - **Approximately 11.2 miles**
  - **Preliminary Construction Estimate - \$1.1 Billion**
- **I-5870** - I-440 / US 1 from west of Ridge Road to east of US 70 (Glenwood Avenue) - Construct new I-440 / US 1 / Ridge Road interchange to connect with Crabtree Valley Avenue - Realign I-440 / US 1 / US 70 (Glenwood Avenue) interchange - Realign and widen Crabtree Valley Avenue between SR 3009 (Edwards Mill Road) and Ridge Road
  - **Anticipated April 2027 Advertisement**
  - **Preliminary Construction Estimate - \$107 million**

- **I-3306AB** - I-40 from NC 86 to Durham County Line
  - All indication is an October 2021 Design-Bid-Build Let
- **R-2247EA** - Winston-Salem Northern Beltway from NC 67 to south of US 52
  - Converted to Design-Bid-Build - Potential to revert back to Design-Build
- **R-3410** - NC 42 from NC 50 to US 70 Business - Widen to multi-lanes
  - All indication is a January 2025 Design-Bid-Build Let

**NCDOT / ACEC-NC / CAGC DESIGN-BUILD JOINT COMMITTEE**  
**Anticipated Design-Build Projects**  
**August 6, 2019**

- **R-5777D** - US 70 (Future I-42) install broadband fiber from I-40 to Morehead City Port  
**I-5986C** - I-95 install broadband fiber from South Carolina State Line to Virginia State Line -  
**Potential PPP - Still evaluating procurement process**
  - Potential August / September 2019 Advertisement
  - Preliminary Construction Estimate - \$36 million
  
- **R-5777C** - US 70 from Thurman Road to the Havelock Bypass - Upgrade to freeway standards -  
**Centrally Managed**
  - Anticipated December 2019 Advertisement - May be adjusted due to funding constraints and to better accommodate the R-5777A & B construction schedule
  - Preliminary Construction Estimate - \$123 million
  
- **I-2513B** - New Route from north of SR 3548 (Haywood Road) to existing US 19 / US 23 / US 70  
**I-2513D** - SR 1477 (Riverside Drive) from NC 251 / SR 1781 to I-40 SR 1231 (Hill Street)
  - Anticipated December 2020 Advertisement
  - May be combined with all or a portion of I-2513A
  - Approximately 2.6 miles
  - Preliminary Construction Estimate - \$456 million
  
- **I-6605** - I-87 / US 64 / US 264 from US 64 Business (Wendell Boulevard) to US 264 - Widen to six lanes
  - Anticipated December 2020 Advertisement
  - May be combined with I-6607 - Convert the I-87 / US 64 / US 264 / Smithfield Road interchange to a Diverging Diamond Interchange - Preliminary Construction Estimate - \$5 million
  - Approximately 6.8 miles
  - Preliminary Construction Estimate - \$54 million

- **R-2576** - Mid-Currituck Toll Bridge - **NCTA**
  - **Currently March 2020 Let Date - More than likely will be delayed, but won't move until closer to the end of the year**
  - **Approximately 9.9 miles**
  - **Procurement Type to be Determined - Design-Build / Design-Build Maximum Cap / Design-Build Finance - Department did not receive the INFRA Grant which impacts the Plan of Finance**
  - **SELN has sued the NCTA**
  - **Preliminary Construction Estimate - \$415 million**
  
- **U-5307A** - US 1 from I-540 to north of SR 2006 (Durant Road)
  - **Anticipated April 2021 Advertisement**
  - **Preliminary Construction Estimate - \$83 Million**
  - **All indication is U-5307B & C converted to DBB**
  
- **I-5703** - Reconstruct I-40 / I-440 / US 1 / US 64 Interchange  
**I-5701** - I-40 / US 64 from the I-440 / US 1 / US 64 interchange to SR 1370 (Lake Wheeler Road)  
 - Widen from six to eight lanes
  - **Anticipated April 2023 Advertisement**
  - **Preliminary Construction Estimate - \$130 Million**
  
- **I-5719** - I-85 from US 321 to NC 273 - Widen to eight lanes  
**U-3608** - NC 7 (North Main Street) from I-85 to US 29 / US 74  
**U-5800** - NC 7 between NC 7 / US 74 and NC 7 / US 29 intersections - Construct northbound through lane and improve intersections
  - **Anticipated June 2023 Advertisement**
  - **Preliminary Construction Estimate - \$219 Million**



- **U-2509A** - Improvements to routes that parallel US 74 - Independence Pointe Parkway, Northeast Parkway, Arequipa Drive and Krefeld Drive  
**U-2509B** - US 74 from NC 27 (Albemarle Road) to Idlewild Road - One managed lane in each direction  
**U-6103** - US 74 from I-277 to NC 27 (Albemarle Road) - One managed lane in each direction - **NCTA**
  - U-2509A, a **Design-Bid-Build Project**, will be partially completed / completed prior to U-2509B and U-6103 procurements - Possible May 2022 Let Date
  - U-2509B - Anticipated June 2023 Let Date - **Preliminary Construction Estimate - \$446 million**
  - U-6103 - Anticipated January 2023 Let Date - **Preliminary Construction Estimate - \$85 million**
  - U-2509B and U-6103 will more than likely be two separate Design-Build projects
- **I-2513C** - I-240 / I-40 / I-26 Interchange  
**I-2513A** - I-240 from north of I-26 / I-40 split to north of SR 3548 (Haywood Road)
  - Currently FY 2025 Design-Build Let in the Draft STIP - SAP shows June 2025 Let for R-2513C and June 2022 Let for R-2513A (December 2024 and December 2021 Advertisements)
  - Potential to accelerate as a Design-Build-Finance Project
  - May be combined with all or a portion of I-2513A
  - Preliminary Construction Estimate - \$203 million - Probably low
- **I-5718** - I-77 from South Carolina State Line to I-27 / NC 16 (Brookshire Freeway) Interchange (Exit 11) - Widen to ten lanes by constructing managed lanes - Reconstruct I-277 Interchanges and install ramp meters - **NCTA**
  - Will be divided into multiple projects
  - Currently FY 2028 in Draft STIP - May be accelerated to FY 2025 if funds become available
  - **Approximately 11.2 miles**
  - **Preliminary Construction Estimate - \$1.1 Billion**
- **I-5870** - I-440 / US 1 from west of Ridge Road to east of US 70 (Glenwood Avenue) - Construct new I-440 / US 1 / Ridge Road interchange to connect with Crabtree Valley Avenue - Realign I-440 / US 1 / US 70 (Glenwood Avenue) interchange - Realign and widen Crabtree Valley Avenue between SR 3009 (Edwards Mill Road) and Ridge Road
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  - All indication is a January 2025 Design-Bid-Build Let

# NCDOT/ACEC-NC/CAGC Design-Build Joint Committee – Meeting Sign-in

August 6, 2019

Please initial your name if all correct. Provide updates as needed. If name not included, please add your information.			
	NAME	COMPANY	Email Address
	NCDOT / NCTA		
X	Teresa Bruton	NCDOT – Design Build	<a href="mailto:tbruton@ncdot.gov">tbruton@ncdot.gov</a>
(Phone)	Rodger Rochelle	NCTA	<a href="mailto:rdrochelle@ncdot.gov">rdrochelle@ncdot.gov</a>
	Lamar Sylvester	NCDOT – Construction	<a href="mailto:lsylvester@ncdot.gov">lsylvester@ncdot.gov</a>
X	Karen Capps	NCDOT – Design Build	<a href="mailto:kbcapps@ncdot.gov">kbcapps@ncdot.gov</a>
X	Wright Archer (Lee Pucket in attendance)	NCDOT Division Representative (Div 9)	<a href="mailto:warcher@ncdot.gov">warcher@ncdot.gov</a>
	Wiley Jones	NCDOT Construction	<a href="mailto:Wwjones1@ncdot.gov">Wwjones1@ncdot.gov</a>
	Brian Skeens	NCDOT Construction Unit	<a href="mailto:bcskeens@ncdot.gov">bcskeens@ncdot.gov</a>
X	Bill Kincannon	NCDOT Technical Services	<a href="mailto:wckincannon@ncdot.gov">wckincannon@ncdot.gov</a>
X	Ron McCollum	NCDOT – Design Build	<a href="mailto:remccollum@ncdot.gov">remccollum@ncdot.gov</a>
	ACEC-NC		
X	Scott Boyles	Gannett Fleming	<a href="mailto:sboyles@gfnet.com">sboyles@gfnet.com</a>
X	Merritt King	KCI	<a href="mailto:merritt.king@kci.com">merritt.king@kci.com</a>
X	Mickey Wing	Michael Baker	<a href="mailto:mickey.wing@mbakerintl.com">mickey.wing@mbakerintl.com</a>
X	Shane Johnson	Wood (AMEC)	<a href="mailto:j.shane.johnson@woodplc.com">j.shane.johnson@woodplc.com</a>
X	Eddie Wetherill	Wetherill	<a href="mailto:ewetherill@wetherilleng.com">ewetherill@wetherilleng.com</a>
X	Jason Talley	RS&H	<a href="mailto:jason.talley@rsandh.com">jason.talley@rsandh.com</a>
X	Matthew Payne	Dewberry	<a href="mailto:mpayne@dewberry.com">mpayne@dewberry.com</a>
X	Keith Skinner	RK&K	<a href="mailto:kskinner@rkk.com">kskinner@rkk.com</a>
X	Jonathan Henderson	HDR	<a href="mailto:jonathan.henderson@hdrinc.com">jonathan.henderson@hdrinc.com</a>
X	Mark Robbins	STV Engineering	<a href="mailto:Mark.robbins@stvinc.com">Mark.robbins@stvinc.com</a>

	Carolina AGC		
	Victor Barbour	Carolina AGC	<a href="mailto:vbarbour@carolinasagc.org">vbarbour@carolinasagc.org</a>
X	Dave Pupkiewicz	Archer Western	<a href="mailto:dpupkiewicz@walshgroup.com">dpupkiewicz@walshgroup.com</a>
X	Bill Heston	Balfour Beatty	<a href="mailto:bheston@balfourbeattyus.com">bheston@balfourbeattyus.com</a>
X	Jon Wallace	Fred Smith Company	<a href="mailto:jwallace@fredsmithcompany.net">jwallace@fredsmithcompany.net</a>
X	Paul Newman	Zachry	<a href="mailto:Paul.newman@zachrycorp.com">Paul.newman@zachrycorp.com</a>
X	Sam Blevins	McLean Contracting	<a href="mailto:sblevins@mcleancontracting.com">sblevins@mcleancontracting.com</a>
X	Chuck Gallant (Lee Bradley)	Blythe Construction, Inc.	<a href="mailto:Chuck.gallant@blytheconstruction.com">Chuck.gallant@blytheconstruction.com</a>
X	Travis Padgett	Blythe Development	<a href="mailto:tpadgett@blythedevelopment.com">tpadgett@blythedevelopment.com</a>
X	Pete Weber	Dane Construction Incorporated	<a href="mailto:Pete@daneconstruction.com">Pete@daneconstruction.com</a>
X	Michael Zicko	Flatiron	<a href="mailto:mzicko@flatironcorp.com">mzicko@flatironcorp.com</a>
X	Andy Barry	S.T. Wooten Corp.	<a href="mailto:Andy.barry@stwc corp.com">Andy.barry@stwc corp.com</a>
X	David Carr	APAC Thompson Arthur	<a href="mailto:dcarr@apac.com">dcarr@apac.com</a>
X	Larry Brickey	APAC Thompson Arthur	<a href="mailto:cobrickey@apac.com">cobrickey@apac.com</a>
X	Bill Copeland	KCI	<a href="mailto:Bill.copeland@kci.com">Bill.copeland@kci.com</a>
X	Jon Walker	Skanska	<a href="mailto:Jon.walker@skanska.com">Jon.walker@skanska.com</a>
X	Andy Palahnuk	Parsons	<a href="mailto:Andy.palahnuk@parsons.com">Andy.palahnuk@parsons.com</a>
X	Mark Monreal	Granite Construction	<a href="mailto:Mark.monreal@gcinc.com">Mark.monreal@gcinc.com</a>
X	Brian Stumph	United Infrastructure Group	<a href="mailto:Brian.stumph@uig.net">Brian.stumph@uig.net</a>

ACEC/NCDOT Transportation Delivery Subcommittee  
August 8, 2019 Meeting Minutes  
Chief Engineer's Conference Room, Raleigh, NC

Attendees:

Scott Cole (Co-Chair)	NCDOT Division 10
Ron Hancock	NCDOT Chief Engineer's Office
Michelle Long	NCDOT Chief Engineer's Office
Robert Stroup	NCDOT PSMU
Tom Payne	NCDOT PSMU
Brenda Moore	NCDOT Roadway Design
Terry Canales	NCDOT Technical Services
Ronnie Keeter	NCDOT Division 4
Joey Hopkins	NCDOT Division 5
Brett Abernathy	NCDOT Division 9
Tom Goodwin	Gannett Fleming
David Keiser	CDM Smith
Phillip Rogers	HDR
Tim Reid	Moffat & Nichol
Charlie Flowe	KCI
Keith Garry	So Deep   SAM
Tim Hayes (Co-Chair)	ATCS
Doug Taylor	Stewart Engineering
Greg Purvis	Wetherill Engineering

Phone:

Richard Hancock	NCDOT Division 5
Tracey Parrott	NCDOT Division 5
Steve Kendall	NCDOT Division 6
Scott Pridgen	NCDOT Division 6
Sean Matuszewski	NCDOT Division 6
Christy Huff	NCDOT Division 6
Russell Broadwell	NCDOT Division 4
Chris Smitherman	NCDOT Division 7
Nathan Moneyham	NCDOT Division 13
Scott Killough	NCDOT Division 13

**Welcome and Introductions**

- Scott Cole welcomed the group to the Chief Engineer's Conference Room for the Quarterly Transportation Delivery Subcommittee Meeting.
- Everyone introduced themselves.

**Review of the 05/02/2019 Transportation Delivery Subcommittee Meeting Minutes**

- No comments were provided/recorded.

## **Legislative Update / Chief Engineer's Comments – Ron Hancock**

- The following Cash Balance/Project Delivery Update was provided by ACEC on August 12, 2019 via email. In order to expedite the meeting minutes, excerpts from this email are provided below:
  - Cost cutting is occurring now in Division Operations/Maintenance budgets as well as reductions in the number of temporary and embedded consultant staff. The cash balance has been hovering at ~\$400mm, is currently at ~\$340mm, and could go below the ~\$290mm floor in late September or early October. If this can't be avoided, it will not last long, and is projected to move back above the floor in the December/January time period. If the NCDOT cash balance does go below the floor (per statute) - NO NEW contracts, Task Orders, etc. This would even include emergency disaster response operations which would require a special session of the legislature to authorize action.
  - Some of the main reasons for cash balance issues are:
    1. Unbudgeted disaster response spending of ~\$300mm in 2018 (3 MAJOR hurricanes, early snow/ice events, etc.). For perspective, the spending from 2004-2016 was ~\$65mm/year; this average ballooned to ~\$222mm/year! Disaster response spending comes out of the Division Maintenance/Operations budget, which totals ~\$314mm/yr. Federal reimbursement for this spending is very slow. NCDOT is still waiting on reimbursement from Hurricane Matthew which occurred in 2016.
    2. Unbudgeted Map Act spending. Since late 2016 Map Act related expenses have been over \$300M with \$100M since January 2019.
    3. Shortfall in money requested in SB 605 - Requested \$301M loan from the rainy fund and only received \$90M
- The Secretary has indicated this is a short-term cash-flow issue and should not impact the long-term delivery of the program, particularly projects associated with the recent Build NC and Garvee Bond sales.

## **“Master Plan” Update, Regional LSC/GESC's – Robert Stroup**

- The Eastern Divisions On-Call contracts are being finalized. Several have already been executed.
- The Central Planning & Design On-Call is anticipated to be advertised mid-February 2020. The RFLOI will be similar to the requirements of the 2018 Western Divisions and 2019 Eastern Divisions On-Call RFLOI.
- The Utility Coordination On-Call selection will occur during the week of August 12<sup>th</sup>.

## **Technical Services Update – Terry Canales**

- The 2020 Preconstruction Workshop is set for April 15th (all day) and April 16th (morning only)

## **Consultant Evaluation Process Update –Brenda Moore**

- The Consultant Evaluation Process continues to move forward. The logistics of the IT platform are currently being determined.

## **Consultant Rate Schedule (CRS) – Michelle Long**

- The CRS is up and going, with 49 firms in the system, either “approved” or “in process”.
- 14 firms have not accessed the system yet. These firms will be contacted within the next few days to help expedite the process.
- There are still a few bugs in the system that need to be worked out. After a firm inputs their rates or changes their rates, it would be helpful if the firm would pause for few days to allow the process to update. Issues are occurring when changes are being made to rates that have not yet been approved in the system.
- The system will show “In process” after every change. Rates that have been previously entered are still valid even though the system status displays “in process”. The system is similar to the prequalification system in that your information is valid while you are updating to new information.
- If a firm is under a time constraint, they can still use certified payroll’s if necessary.

## **IPD Update – Terry Canales**

- We are continuing to get folks to focus on what they need to do and why, so we use our time, money and resources effectively (i.e. don’t look at alternatives that won’t go anywhere)
- Planning
  - SPOT 6.0 – Developed the Identified Need and Proposed Solution for Prioritization form for each mode of transportation. Division Planning and Corridor Development Engineers will use this form to preserve original project information and the issues the project is intended to resolve. This form will be passed on to the NEPA planners to ensure that the project purpose and need and proposed solution is passed on and preserved.
- Environmental
  - Programmatic CE Agreement Update – EPU has finished a revision (mostly clarification) to the NCDOT/FHWA Categorical Exclusion Agreement. NCDOT will host a webinar in September to advise staff, consultants and resource agencies to update all stakeholders about the changes to the process.
- Design
  - The IPD team introduced the concept of the 30/60/90 design process at the March 2019 Pre-Construction Conference. This relates to the establishment of three major milestones (30%, 60%, 90%) to reduce the number of review submittals and streamline the project development process. The team is now developing a streamlined workflow called the Project Development Network. This detailed network will define the expectations of each discipline, what is to be delivered and when, and who is expected to provide these deliverables.
- Construction
  - One of the items that the AGC mentioned would be of great use is the having the design consultant’s available to them during construction. Typically, under existing terms in NCDOT design contracts with professional engineering firms, the design consultant’s services typically end when the design is completed. Project Managers can now add post-design consultant support scope of services to task work orders for the consulting firm that completed the original design. The design consultant is available, if needed, to help the Project Manager address any changing field conditions or design challenges that come to light during the letting or construction phase of the project.
- Project Management
  - Microsoft Project templates are being developed that reflect the current environmental and design process for Categorical Exclusion non-merger projects. The professional engineering firms are to use the template and determine which tasks and activities in the template

pertain to the project – it is designed to be customized and right-sized to fit the needs and complexity of each project.

- Communications
  - It is the goal of IPD to start delivering products for immediate use to all stakeholders in the project development process. The IPD has engaged the NCDOT communications staff and in the coming months you will begin to see posted:
    - 2-minute videos on various topics
    - Webinars
    - Computer based training
    - Policy and procedure updates
  - Look for these updates by going to the
    - IPD Connect NCDOT Site
    - Project Manager Connect NCDOT Site
    - By subscribing to the IPD Monthly newsletter on the IPD Connect Site
    - We are always interested in receiving input on what our stakeholders feel needs updating. Please send us your thoughts by using the Contact Form link at the bottom of the IPD Connect NCDOT site.

### **Division Comments and Open Discussion**

- Joey Hopkins discussed the funding issues related to the maintenance budget. He indicated that the unbudgeted 2018 expenditures for hurricanes/mud and rock slides/snow and ice removal were approximately 300mm. The annual NCDOT Maintenance Budget is approximately 300mm per year total. In addition, the federal reimbursement is very slow. He indicated that the reimbursement for Tropical Storm Alberto (2006) was just received recently.
- In order to cut expenditures, NCDOT will be temporarily eliminating embedded staff positions throughout the state. Notifications will be sent on Monday, August 12<sup>th</sup>.
- Scott Cole (NCDOT Co-Chair) will be retiring from NCDOT at the end of August. He will be vacating the co-chair position on the Transportation Delivery Subcommittee. Brandon Jones (Division 8 Engineer) has accepted the new co-chair position effective immediately.

### **Industry Comments and Open Discussion**

- Tom Goodwin encouraged the meeting attendees to engage the industry in order to provide comments/discussion for future meetings
- Referring to Design/Build, Tim Reid asked a question related to the disclaimer about “anything said in the meeting is not binding” but we are sometimes given direction as to things that are or are not required. Then during the execution of the project deliverables, the reviewers are not aware of those discussions and we get direction contrary to what was discussed and sometimes those things have cost and more importantly schedule impacts. Ron Hancock noted that if something like that happens, we should go back and request to review the department’s meeting minutes if it was a big impact and that would be considered. Ron indicated that he would discuss with Teresa about how things were couched during those initial meetings with the DB teams and to keep those discussion decisions in mind, so the group is aware of the impact of the decision on the project.
- Keith Garry asked for an update on Open Roads. Brenda Moore provided the following:
  - Pilot projects are continuing



- Roadway Design is coordinating with the other units to develop their workflow
  - Soft roll out is scheduled for May 2020
  - Full Implementation is scheduled for November 2020
- NCDOT requested that on cost plus contracts, anything the industry can do to reduce costs would be appreciated (i.e. reduce travel, minimize meeting and use skype/conference calls is possible).

**Next Meeting**

- Thursday, November 7th, 2019 at 1:30pm in the Pavement Management Conference Room on Beryl Road

## ACEC/NCDOT Joint Subcommittee on Construction and Materials – August 6, 2019 at 1:30 PM

Meeting Minutes taken by Davis Diggs, PE – Kleinfelder.

- Welcome and Introductions
  - New members from ACEC are Jamal Atkins of Volkert and Michael Davis of RS&H.
  - New Officers/Roles: Allen Pope of S&ME is the new Co-Chairman representing ACEC. Davis Diggs of Kleinfelder is the new industry representative. Jeff Thatcher of Gannett Fleming is now the Committee Representative to the Transportation Committee.
- Previous meeting minutes approved
- Training
  - All M&T Training is still on RegOnLine for now. CVENT will not be used until next year. All training for the remainder of the year should be loaded and available (maybe a couple of exceptions.)
- Consultant Rate System – NCDOT has gone to a system to approve billable rates for consultants. This has been used on the planning and design contracts until now. With the 2019 M&T On-call contracts, PSMU has asked for technicians under this contract to be entered in the system. They are not including CEI technicians yet, but the project managers that can bill to a project should be put into CRS now. Each firm is only allowed one administrator to access the system and put in the information per prequalified vendor number.
- 2019 M&T On-Call Contracts should have been executed and returned to the various firms soon. If you were selected and have not received your executed documents yet, then let PSMU know.
- Nuclear gauges – On May 13, 2019 NCDOT issued a memo (and the industry agreed) setting the reimbursement to a \$400/month flat rate for a firm providing its own nuclear gauge(s) on NCDOT projects. This monthly fee was intended to eliminate the complicated negotiations of providing a gauge and having to estimate salvage value. The NC Dept. of Health and Human Services had initiated a rule change (10A NCAC 15 .1106 Radioactive Materials and Accelerator Fee Amounts) that became effective May 1, 2019. This rule change increases the license fees from \$500/yr. to \$1860/yr. which significantly impacts the value of the flat rate reimbursement. NCDOT was asked to consider an increase in the flat rate to offset the increase in the fee. After some discussion, Sherell Williams requested that we take up the question with the industry to determine a fair amount to increase the rate. She asked that we keep in mind that the license fee is applicable to the various gauges under that license. Therefore, the increased license fee could be applied to several different gauges, some of which may not even be on and NCDOT project. Industry comments will be solicited as to what the flat monthly rate should realistically be in relation to this increased license fee. Please provide comments to Davis Diggs via email. ([ddiggs@kleinfelder.com](mailto:ddiggs@kleinfelder.com))
- Uniform Invoice Cover Sheets – While there is still no final consensus on this topic, a copy of a memo from Todd Honeycutt, Accounts Payable, was distributed. This memo dated May 2, 2019, does provide guidance as to what the invoice should contain. This memo will be distributed to the industry.
- Update of Tools of the Trade – Sherell noted that this issue needs to be finalized and indicated that they are very close to a final edition. Currently NCDOT has two comments they were to consider. The first was to set a standard 2.5 lb. requirement for all fire extinguishers. This will be the requirement unless the technician is required to meet MSHA standards for a 5.0 lb. fire extinguisher. The other is the water cooler. NCDOT insists that their state employees are

required to be provided water coolers, so that will be the requirement for CEI staff. The industry representatives pointed out that if the purpose is to provide a way for the technician to get proper hydration, then the firms could either provide a cooler to carry bottled water and other liquids, or the firms could provide hydration in some other way such as purchasing bottled water daily on the projects. Sherell indicated she would take this back to see if this was acceptable.

- CEI Guidelines update – No update at this time...
- On-Call CEI Extend vs. Re-advertise – NCDOT notified the subcommittee that they would be extending the current contracts. New contracts would be advertised next year (May 2020).
- CEI Technicians Changing Firms – There is no formal policy on this matter from NCDOT CCU. There was a memo suggesting good business practices, but is not a formal policy. Some divisions have issued memos directing staff to give the providing firm first option to replace the lost CEI technician before proceeding to other firms.
- Gas and Vehicles – The gas rate just went down by \$0.01 per mile. The industry asked NCDOT to consider a re-evaluation of the monthly vehicle rates due to increased costs of trucks in the last few years. Here are the current rates as of July 1, 2019

<u>CEI/Technician-type contracts:</u>		
2-WD Truck	\$ 770.00	per month
4-WD Truck	\$ 840.00	per month
2-WD Truck gas reimbursement	\$ 0.15	per mile
4-WD Truck gas reimbursement	\$ 0.17	per mile
Phones, computers, iPads, Data Plans, Wi-Fi, etc., recovered through overhead		

NCDOT agreed that it is time to begin the process again of re-evaluating the monthly rates and indicated that they will have something in place by January 2020. NCDOT noted that they had a practice to look at this per month reimbursement every four (4) years.

- Project Manager Billable Visits – The industry asked NCDOT to consider updating its stance on billable project visits. Current rule of 4 billable visits to a project by the prime firm and 2 billable visits by the sub consultant firm per year applied to each task order (purchase order) is not effective for the administration and management of our technicians. Some problems noted were that some divisions issue one purchase order to cover everyone you have in the entire division. That could mean there are technicians scattered around the division all on the same PO and you only get the minimum number of billable visits. We asked that NCDOT consider allowing the billable visits to be applied to the number of technicians that you have in place. NCDOT indicated that the current interpretation came from the Office of Inspector General quite a long time ago. The Central Construction Unit will have some internal discussion about this topic. More conversations to be coming forth.
- Project Specific CEI Updates
  - R-2721 A&B – NCDOT exercised the option in the RFQ to offer this work to the winning team from R-2828
  - I-5877, I-5986A was delayed due to the D/B project had not been selected and NCDOT wished to give non-selected firms a chance to also propose on the CEI RFLOI. This will re-advertise September 15, 2019.
  - R-5777 (Division 2, James City) will advertise November 1, 2019.

**ACEC/NCDOT Joint Subcommittee on Construction and Materials – August 6, 2019 at 1:30 PM**

- Other future projects are being evaluated now for inclusion as project specific CEI contracts.
- Uncertainty in the industry – Rumors abound about cuts and project delays. Lamar Sylvester stated that the Divisions had just completed a re-evaluation of staffing needs and they were encouraged to make reductions where they could. No other information was available at this time.
- Silica Exposure on projects – NCDOT Safety is conducting Silica Awareness Training. This training will be offered on-line and available to CEI. NCDOT is working through the documentation process to ensure everyone is trained.
- ITRE provided NCDOT with a handout to give to the industry. It is about classes that are available such as FEP, HEC, FE etc...
- Next meeting with NCDOT is October 16.

The industry meeting will be August 28 at 10:00 AM hosted by Terracon at their Charlotte office. Gannett Fleming will provide refreshments.

## ACEC/NCDOT BRIDGE SUBCOMMITTEE



Structures Conference Room C

August 5, 2019

10:30 am

### TRAINING OPPORTUNITIES IN 2019

- AISC/NSBA Steel Bridge Forum (10.3.2019, 9 am - 4:30 pm, McKimmon) See ACEC Web Page
- Prestressed Conference, the fall of 2019 – if you have topic ideas, please send them to me to pass on to PCI

### PEF OPPORTUNITIES

- Issues with getting and sending out NTP's. High amount of uncertainty
- Year 23 bridge program is being scoped
- Year 24 bridge program (20 projects) is prescreened, will likely be scoped next year

### TECHNICAL ITEMS

- Chapters 9 (Culverts) and 10 (R/F Steel) of the Design Manual were updated and posted at the end of June to the SMU Connect Page
- The next chapters to be revised are Approach Slabs and Bridge Layouts
- Research Project RE: Crash Testing of the 2BMR – Will likely be classified as a TL-4 railing
- October Plans/January Let projects will require MASH equivalent railings
- SMU would like input regarding GR transitions used in other states as meeting MASH criteria is not easy

*Next Meeting: November 4, 2019*