

Date: August 3, 2021 at 9:30 AM  
Location: GoToMeeting Conference Call  
<https://global.gotomeeting.com/join/148236949>  
Call-In Number: (872) 240-3311  
Access Code: 148-236-949

Attendees:

- Ron McCollum
- Neal Strickland
- Victor Barbour
- Michael Taylor
- David Pupkiewicz
- Reade Dawson
- David Gourley
- Mickey Wing
- Nilesh Surti
- Boyd Tharrington
- Clark Morrison
- Chuck Gallant
- Andy Barry
- Jim Seybert
- Hope Grumbles
- Jonathan Henderson
- Mike Merritt
- Bill Copeland
- Brian Skeens
- Rodger Rochelle
- Pete Weber
- Jason Mroz
- Lewis Cuthrell
- Matt Clarke
- Kevin Bailey
- Thomas Wells

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- I. Welcome and Introductions (Teresa)  
II. NCDOT / NCTA Items (Teresa / Rodger)

1. NCDOT

a. Precast Concrete Pavement Slab

- i. NCDOT is currently investigating this option for replacing existing concrete pavement along I-40 west of the I-26 interchange.
- ii. Pavement was to be replaced under the I-2513 projects; however, with projects being pushed out the pavement needs to be rehabilitated.
- iii. NCDOT is working with Clark Morrison and reviewing CALTRANS methods for using precast concrete pavement.
- iv. NCDOT anticipates this work to be completed at night due to maintenance of traffic concerns.
- v. NCDOT anticipates needing to diamond grind once the job is complete. They don't anticipate needing to profile mill after each night operation.
- vi. Subgrade is a concern once the existing concrete pavement is removed. However, Clark Morrison anticipates asphalt being under the existing concrete limiting the need to rehabilitate subgrade.
- vii. Rebar will be needed between existing concrete pavement and precast slabs.
- viii. This method of concrete pavement replacement is in the early stages and much more discussion and research are needed.

b. Plan Changes During / Resulting from Right of Way Negotiations

- i. NCDOT is looking for ways to limit 2<sup>nd</sup> and 3<sup>rd</sup> takes on properties.
- ii. They prefer to begin ROW acquisition until after drainage approval and receipt of the PUEs from utility companies.
- iii. NCDOT is working with Duke of possibly allowing Design-Build Teams to design their facilities to obtain PUEs much sooner.

c. Stipends

- i. The new stipend amount will be 0.125% of the engineer's estimate at the time of advertisement.

- ii. The minimum stipend amount for projects with an Engineer's Estimate equal to or greater than \$25 million will be \$75,000.
  - iii. NCDOT will consider increasing the stipend amount after advertisement if there is a large scope change during procurement.
- d. Design-Build Procurement Timeline
- i. NCDOT is revising the standard procurement timeline to 8 months. NCDOT will consider shorter procurement timelines on "simple" projects to reduce procurement costs.
  - ii. NCDOT intends to add the 2 months on the backend of the procurement to give Teams more time after the Final RFP.
  - iii. AGC requested NCDOT revise the ATC timeline to ensure responses to ATCs are provided no later than 6 weeks prior to the bid. NCDOT will discuss internally and likely implement this request.
  - iv. NCTA has no intentions of extending their timelines.
- e. Sound Barrier Wall Cost Responsibilities
- i. NCDOT anticipates the square foot of quantity listed for sound barrier walls in future RFPs will match the TNR. Rodger Rochelle noted that TNR wall envelopes are not "smoothed" wall heights, and they were seeing about a 10% increase in wall area after smoothing.
  - ii. NCDOT plans to split the sound barrier wall quantities between cuts and fills. This split will be determined by reviewing the TNR.
  - iii. NCDOT plans to provide two different fixed prices for walls; cost for walls in cut and cost for walls in fill/on shoulders. ACEC and CAGC would like to review these prices at the next committee meeting.
  - iv. When projects are identified as Design-Build, NCDOT will notify the Traffic Noise and Air Quality Group. This is to ensure these TNRs are more scrutinized since the TNR sound barrier wall values will be used in the RFPs.
  - v. NCDOT plans to incorporate this language into all future design-builds to provide consistency.
  - vi. ACEC would like to review the noise wall policy manual before it is finalized.

## 2. NCTA

- a. Is the Department driving the schedule to much in the evaluation of the technical proposals?
  - i. NCDOT has noticed some of the recent project schedules being late.
  - ii. CAGC believes the evaluation of the schedule is acceptable.
  - iii. The major delays are the timeframes for right-of-way acquisition and utility relocation. These items are taking longer than estimated, making it difficult to provide an accurate schedule.

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

IV. Carolina AGC Items (Victor)

- 1. Engineer's Estimate Timing
  - a. See items above concerning the stipend
- 2. Progressive Design-Build Policy
  - a. CAGC would like to resume the effort of developing the Progressive Design-Build Policy. NCDOT hopes to resume this process soon.
- 3. Escalation of Material Prices – Would the Department allow prepayment of stored materials on DB projects ahead of RFC plans?



- a. NCDOT is open to paying for stored materials prior to the RFC plans. NCDOT will discuss internally.
4. Management section of the RFP – Will NCDOT consider revising the points allocated to the management section for evaluation of RFPs?
  - a. CAGC recommends lowering the score for the management section of the RFP and moving points to Responsiveness
  - b. NCDOT will discuss.

V. ACEC Items

(David)

1. Save the Date – Joint Transportation Conference 10/20 – 10/21 – Raleigh Convention Center
2. ACEC new members
  - a. Kevin Bailey – STV
  - b. Brian Banks – Schnabel
  - c. Mike Merritt – RK&K
  - d. Tom Wells – Kleinfelder

VI. Open Discussion / Ongoing Items

(Committee)

1. Open

VII. Next Meeting

(David)

1. 2021-2022 Meeting Schedule:
  - November 2, 2021
  - February 1, 2022
  - May 3, 2022

VIII. Meeting Adjourn

