

## ACEC-NC Transportation Committee – February 21, 2022

Meeting Minutes taken by Greg Purvis, PE – Wetherill Engineering, Inc.

- Welcome and Introductions
  - Davis Diggs welcomed everyone to the meeting held virtually
  - The meeting was held at WSP's Raleigh office and Will Letchworth welcomed everyone to the meeting.
- Edward Parker – Deputy Division Administrator of the FHWA was the featured speaker for the meeting. Items covered included:
  - He gave an overview of the Infrastructure Investment and Jobs Act (IIJA) and the funding impacts to North Carolina.
  - Large bill – over 1000 pages in length. ([fhwa.dot.gov/bipartisan-infrastructure-law](https://www.fhwa.dot.gov/bipartisan-infrastructure-law))
  - Timeline:
    - July 2021 - Senate released bipartisan framework.
    - August 2021 – Senate passed.
    - November 2021 – House passed and signed into law
  - \$550 billion in new federal infrastructure spending. Projected to add 2 million new jobs per year.
  - Bulk of funding to HFVA \$347B over 5 years (Contract Authority) and \$47B in advance appropriations.
  - 29% more in Federal Aid funding (20% more for NC)
  - \$350B FY 22-26 in Highway program (safety, bridges, resiliency, accelerated project delivery)
  - Highway Improvement Program
    - \$27.5B Bridge program
    - \$9.2B Bridge Investment program
    - \$5.0B National Electric Vehicle Program
    - \$3.2B Infrastructure Program
    - Expands appropriations for local governments and nontraditional entities.
  - Apportioned Highway Programs (funded thru Highway Trust Fund)
    - 8 programs including 2 new
    - Majority of funding for resiliency improvements and electric vehicle charging infrastructure.
  - Bridges
    - Bridge Formula Program – replace, rehab, preserve and protect bridges - \$27.5B
      - Benefits for off system bridge projects (15% of funds) – 100% share
    - Bridge Investment Program – improve bridge condition, safety, efficiency, and reliability - \$12.5B – for State, local, MPO's
  - Climate Resiliency
    - National Electric Vehicle Formula Program - \$5B over 5 years
      - Deploy electric vehicle charging infrastructure
      - Same share as Fed-Aid Highway apportionments
      - Plan by August 1 from states

## ACEC-NC Transportation Committee – February 21, 2022

- NC \$16M in 2022 up to \$24M in 2026
- Significant Infrastructure Programs and Freight
  - RAISE grants – projects with significant local or regional impacts that improve transportation infrastructure \$7.5B over 5 years.
  - (New) National Infrastructure Project Assistance Program – for Mega projects.
    - Providing funding through single year or multiyear grant agreements for eligible surface transportation projects.
    - Bridge, freight, rail, grade separated or passenger rail
- Operating under a continuing resolution until March 11.
- Questions
  - Questions about adding new lanes – guidance from FHWA encourages other options but does not prohibit.

Jim Smith and David Ferrell provided a Federal/State Legislative update. This included the following:

- Federal –
    - Push for Congress to pass a budget to appropriate money for IJJA.
    - Asked members to contact Representatives and Senators to push for the above.
    - The “new” money in the bill cannot be used until this is done.
  - State
    - Legislature has been focused on redistricting.
    - It was challenged in court and the state Supreme Court required the maps to be redrawn.
    - Legislature had to redraw the maps again (House, Senate and Congress) and go back to trial court for review.
    - 2022 schedule is up in the air. Primary scheduled for May but may have to move. Short session in Late May/Early June
    - Not really looking at passing anything really substantive. Design Build laws changes but nothing that affects ACEC member firms.
    - Transportation Funding
      - Working with NC Chamber to continue to advocate for additional funding.
  - Developing a Transportation Funding Subcommittee
    - Information will be sent out to firms.
    - 6 people on the subcommittee
- Subcommittee reports were given for Project Delivery, Construction & Materials Testing, Design Build and the Joint Conference.
- 

The next meeting is scheduled for May 16.

**ACEC-NC Transportation Committee – February 21, 2022**

Meeting was adjourned.

# ACEC / NCDOT JOINT SUBCOMMITTEE ON CONSTRUCTION & MATERIALS

April 27, 2022  
Meeting Minutes

The meeting was held on April 27, 2022 at 1:30 PM; both an in-person and a virtual Teams Meeting option were offered. In attendance were:

NAME	REPRESENTING	EMAIL ADDRESS
Michael Davis	RS&H	michael.davis@rsandh.com
Jamal Atkins	Volkert	jamal.atkins@volkert.com
Christine Goins	RK&K	cgoins@rkk.com
Frank Gioscio	ESP Associates	fgioscio@espassociates.com
Kevin O'Dell	Summit	kevin.odell@summitde.net
Jack Cowser	ECS Limited	jcowsert@ecslimited.com
Todd Whittington	NCDOT – Materials and Tests Unit	twhittington@ncdot.gov
Brian Hunter	NCDOT – Materials and Tests Unit	bhunter@ncdot.gov
Boyd Tharrington	NCDOT – Construction Unit	btharrington@ncdot.gov
Maira Ibarra	NCDOT – Construction Unit	mibarra@ncdot.gov
Michelle Gaddy	NCDOT – Construction Unit	mhgaddy@ncdot.gov
Wiley Jones	NCDOT – Construction Unit	wwjones1@ncdot.gov
Brian Skeens	NCDOT – Construction Unit	bcskeens@ncdot.gov
Jason Salisbury	NCDOT – Division 6	jsalisbury@ncdot.gov
Thomas Payne	NCDOT – PSMU	tpayne@ncdot.gov

## ACEC Subcommittee Business

Minutes from the January 19, 2022 meeting were approved.

## Training

### o M&T Training Updates

- There are no major changes planned for 2022. Registration will continue to be offered on a quarterly basis, with the full calendar year schedule posted for planning purposes.
- In 2021, approximately 160 classes were offered. M&T plans to offer approximately 200 in 2022. They are hoping for 2,700 to 3,000 attendees.
- M&T continues to speak with Resident Engineers to identify needs.

## Discussion Items

### o Current Vehicle Costs and Availability

- Industry requested consideration of higher rates due to increased costs from current market conditions, including firms' needs to hold onto vehicles longer which increases maintenance costs. Truck repairs also take longer which impacts a firm's costs. In addition, the ability to obtain additional trucks is at a higher cost, due to both limited availability (supply and demand) and the need to purchase higher trim options due to

limited availability. One example was offered that the cost of leasing a new truck has increased by \$400/month, if the firm is even able to obtain.

- Last truck evaluation was performed in December 2021. Boyd has requested additional information to evaluate whether a truck reevaluation at this time is warranted.
  - Older project-specific contracts were mentioned with request for reimbursement reevaluation considered. This concern has been mentioned by multiple firms.
- Availability of Training Not Managed by M&T
    - Industry requested streamlined system between all NCDOT courses, specifically citing the Geotechnical Unit's Chemically Stabilized Subgrade course. The industry suggested that all courses follow M&T's current approach and registration process. The current approach makes it harder to schedule, with less availability of classes.
    - Todd Whittington will explore possibilities for streamlining.
  - CEI Interns to Assist in Industry Needs
    - NCDOT wants to encourage new people to come into the business, including young college students, and Boyd agrees that internships are a good way to do that. As a result, NCDOT is open to firms providing internship staff to projects.
    - To accomplish this, each Division will need to look at needs. Interns will only be brought on if they are filling an identified need, and the number of interns must be reasonable.
    - Importantly, NCDOT stated they are open to staff being put on projects and that the firms should be **reimbursed** for interns. To accomplish this, it was proposed for interns to enter as Technician Trainees, receiving entry-rate reimbursement, and receiving pay bumps if milestones are met. It was not clarified whether the milestones would occur at the standard 12 and 24-month marks.
    - Boyd would like to speak with DCEs prior to making any commitments to avoid an overwhelming number of college student resumes being provided to the Divisions.
    - Boyd tasked Maira and Wiley with putting DCE meeting on calendar early next week (week of 5/2/22).
  - Engineer's Rates in CRS
    - Prior discussions had indicated that a memo would be sent. For those who may have not received the memo, it is attached to these minutes.
  - Fixed Billable Rates (Small Work Group)
    - Discussions are being held internally at NCDOT on how to determine industry average overhead rate for usage under this billing approach: straight average, weighted average based on amount of work that firms are doing for the Department, etc.
    - The industry Small Group is awaiting an overhead average for the industry which is currently under development by NCDOT; once received, proposed parameters based on the South Carolina model will be distributed for comment.
  - Finalized Workload Projections
    - Finalized workload projections are attached to these minutes.
    - NCDOT is strategically trying to keep lettings consistent to avoid drop-offs.
    - Boyd noted that the outer years which are not included on graph are still subject to fluctuation.

- High Level Financial Status Report
  - \$2B Central letting excluding resurfacing, \$90M additional funding for bridge projects over coming 5 years. Formula funds being reauthorized due to IJA.
  - NCDOT is currently going through process of redoing STIP.
  - Schedules are sliding drastically due to being overprogrammed as a Department.
  - Extra money is great to have, but it's primarily helping NCDOT to hold projects rather than adding projects
  - Cash Balance is approximately \$2.1B
  - Messaging from NCDOT: It's high now but there are a lot of commitments on the books. Cash balance is a function of commitments; money is planned to be spent.
  - Continue to work on finding "Sweet Spot"
  - Will achieve by keeping lettings consistent
  - This construction season, 500 projects are anticipated (\$2.9B in overall projects)
  - Boyd will share presentation that he shared at AGC Conferences
  
- Future COVID-19 Guidance
  - As of March 1, 2022, NCDOT is no longer requiring masks.
  - Weekly testing continues as a requirement, but at home rapid tests are now allowed.
  - Industry made point that CEI staff are primarily project and vehicle based, but NCDOT could not provide an estimated end date to weekly testing, noting that the decision is out of NCDOT's hands.
  
- Division Changing Salary Calculator Rate based on Missing Certifications
  - The industry reported that some Divisions are altering salary calculator values if approved staff do not have certifications. This is being done without any specific guidelines.
  - Boyd acknowledged the industry's need to re-establish workforce numbers and stated that once a hiring decision has been made, the Division should provide rate based on salary calculator. Pay rates should not be reduced due to lack of certifications; once years of experience are agreed upon, that determines salary. PEFs should work towards having new technicians certified within a reasonable timeframe after hire/placement.
  - Boyd will communicate this to Divisions during next DCE meeting.
  
- Upcoming Projects
  - A list of anticipated CEI project-specific advertisements can be found at the following link:  
<https://connect.ncdot.gov/letting/ProfessionalServices/Pages/anticipatedadverts.aspx>
  
- NCDOT/PEF Partnership
  - Boyd reiterated thanks to PEF for partnership and contributions to help deliver NCDOT's program.

Next NCDOT/ACEC Meeting: Wednesday, July 27, 2022 at 1:30 pm.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

DATE: February 2, 2022  
TO: Division Engineers  
FROM: R. L. Keeter, PE  
Chief Engineer  
SUBJECT: Guidance for CEI Engineer Usage

A handwritten signature in black ink, appearing to read "R. L. Keeter", written over the printed name of the Chief Engineer.

The Department uses Private Engineering Firm (PEF) engineers to provide CEI services for various activities. This memorandum provides guidance for the request, quality-based selection, and the reimbursement for PEF engineers.

The Division may request the services of a PEF engineer through Project Specific contract advertisement or and On-Call purchase orders. The Division must submit a written request to the Chief Engineer to utilize a Resident Engineer and receive approval prior to notifying private engineering firms. When requesting the services of an engineer from a PEF, the Division should specify the level of engineer and experience required for the assignment.

When the PEF's submit resumes for the request for services through an On-Call purchase order, the Department personnel shall review for a quality-based selection based on the candidate's credentials as related to the needs of the assignments. This selection should consider the size and complexity of the project(s) for which services will be required, any scope of work that requires specialized knowledge, delivery method of project (i.e. Design Build), and other factors unique to the assignment. In the case of Project Specific contracts, the selection of the firm through the Department's procurement process would indicate the selection of any proposed PEF engineering staff.

Once the selection has been made, the reimbursement rate for the engineer is the rate approved listed in the Consultant Rate Schedule (CRS). These rates are the actual certified rates paid by the firm as verified by the Office of the Inspector General. Any requests to deviate from the CRS rate must receive the approval of the Construction Unit.

Division Engineers  
Page 2 of 2  
February 2, 2022

Effective for work performed on or after, March 1, 2022, any current PEF engineering staff being provided through On-Call or Project Specific contracts should be reimbursed at the CRS rate. This guidance does not apply to any Technician positions as the established pay ranges will continue to apply.

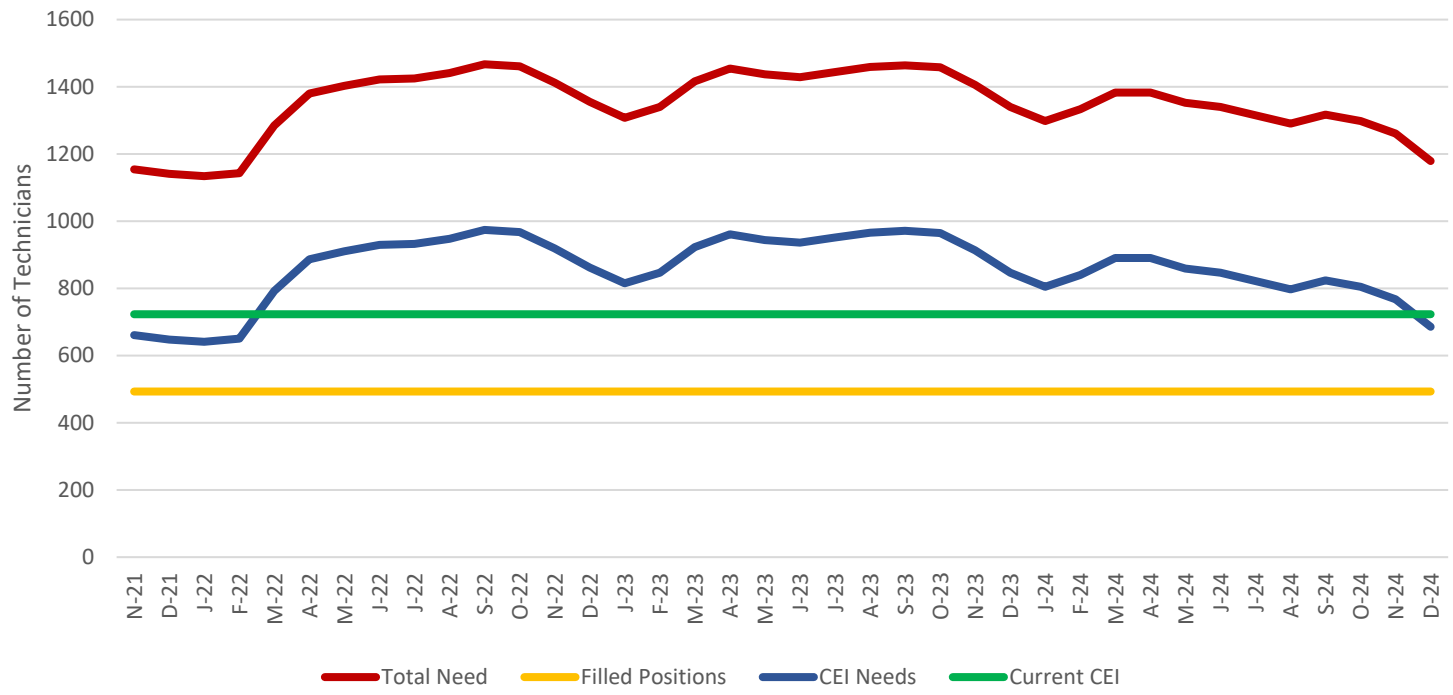
Please contact Mr. Boyd Tharrington, PE of the Construction Unit if you have any questions or concerns.

RLK/bs

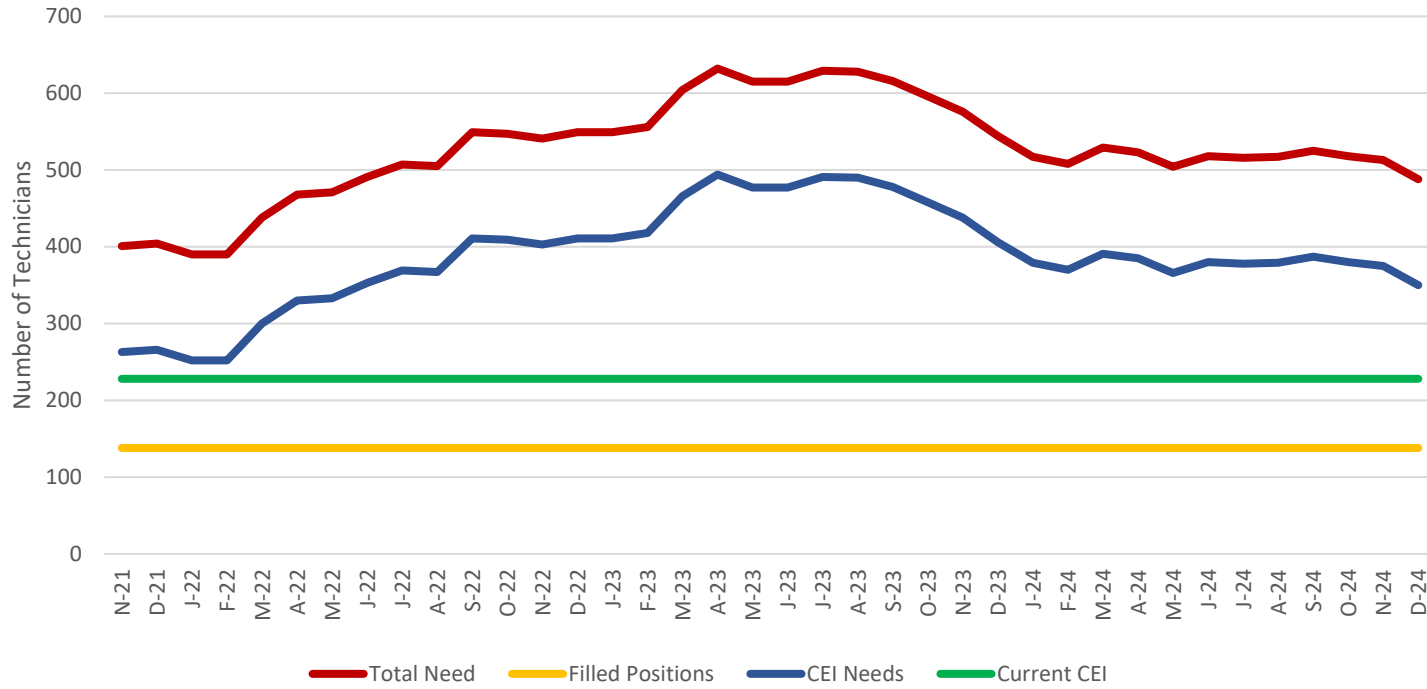
cc: Mr. C.A. Peoples, PE  
Mr. M. L. Sylvester, PE  
Mr. Brian Burch, PE  
Mr. Greg Burns, PE  
Division Construction Engineers  
Resident Engineers  
Mr. R. J. Stroup, PE  
Ms. Lonnetta Raynor  
Mr. E.B. Tharrington, PE  
Ms. S. R. Williams



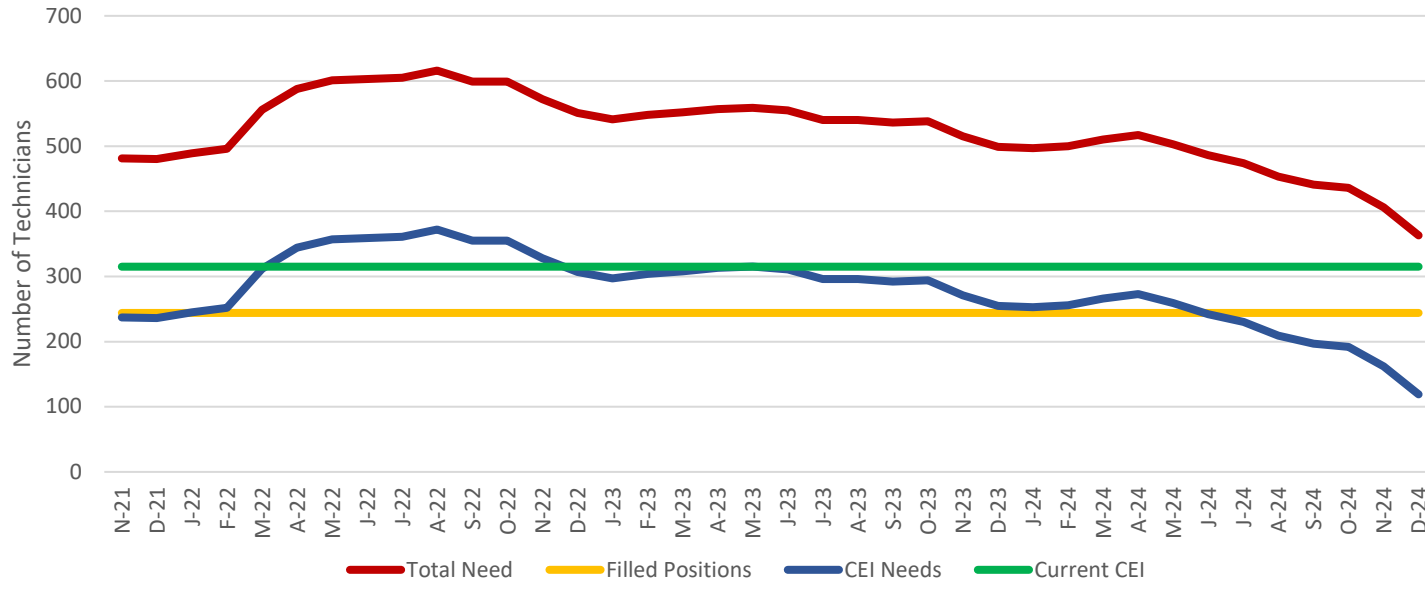
### Statewide November 2021 - December 2024



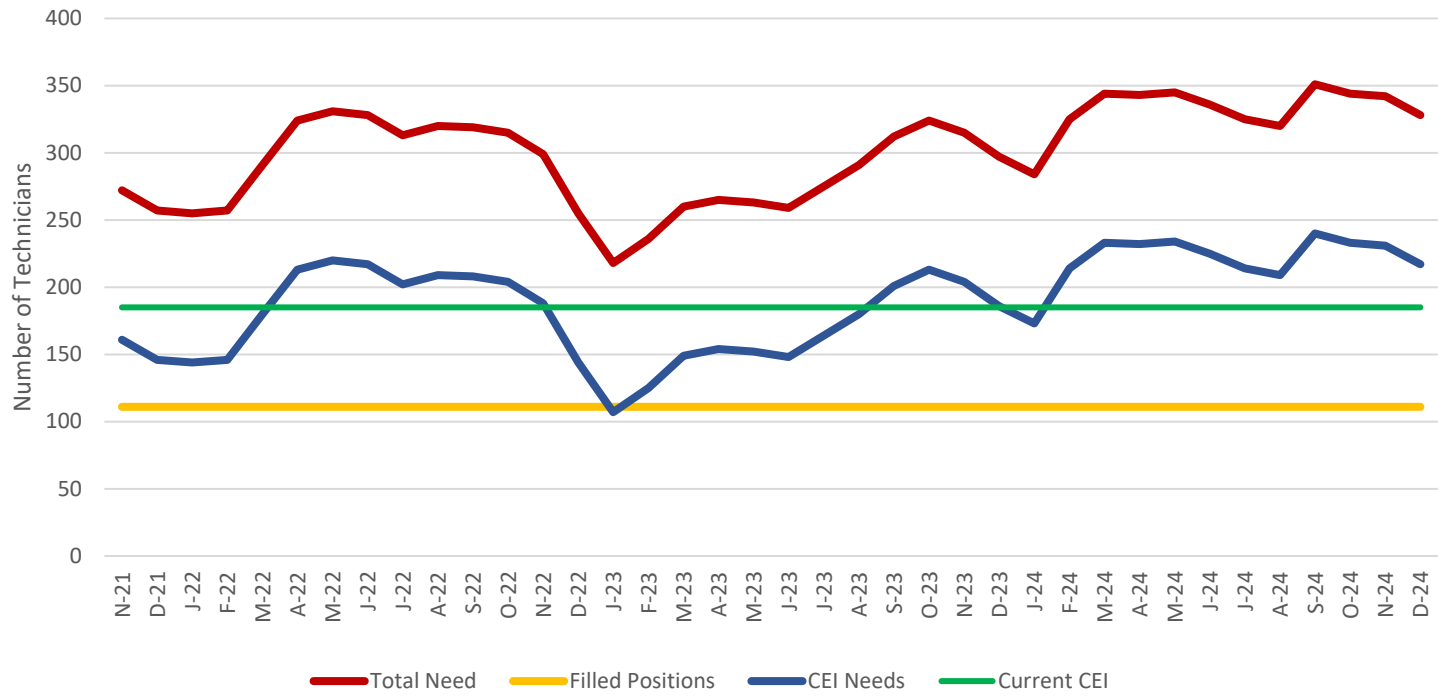
### Region 1 (Div 1-4, 6) November 2021 - December 2024



### Region 2 (Div 5, 7-10) November 2021 - December 2024



### Region 3 (Division 11-14) November 2021 - December 2024



## ACEC/NCDOT Project Delivery Subcommittee

February 3, 2022 Meeting Minutes  
Teams Meeting (Virtual & in person)

### Phone:

Brandon Jones (Co-Chair)	NCDOT Division 5
Paul Garrett (Co-Chair)	Vaughn & Melton
Ronnie Keeter	NCDOT Chief Engineer's Office
Greg Burns	NCDOT Chief Engineer's Office
Lamar Sylvester	NCDOT Chief Engineer's Office
Joey Hopkins	NCDOT Chief Engineer's Office
Chris Werner	NCDOT Technical Services
Matt Clarke	NCDOT Technical Services
Terry Canales	NCDOT Technical Services
Robert Stroup	NCDOT PSMU
Tom Payne	NCDOT PSMU
Tatia White	NCDOT Roadway Design
Matthew Jones	NCDOT Division 9
Jackie McSwain	NCDOT Division 12
Norwood Gainey	NCDOT Division 4
Keith Garry	So Deep   SAM
Roberto Canales	LJB
Jerry Page	Gannett Fleming
Tim Goins	VHB
Doug Taylor	Stewart Engineering
Ed Edens	AECOM

### Welcome and Introductions

- Brandon Jones welcomed the group to the Quarterly Project Delivery Subcommittee Meeting and introductions were made. Brandon, Paul, Chris, and Roberto attended in person and everyone else was virtual.

### Approval of Last Meeting Minutes

- Paul Garrett asked if anyone had any objections or comments on the last subcommittee meeting minutes dated November 4, 2021. No comments or objections were received, and the minutes were approved.

### Chief Engineer's Office (Greg Burns & Joey Hopkins)

Greg presented a good Power Point presentation showing the anticipated funding from the five-year Infrastructure Investment & Jobs Act (IIJA) and updates to the state budget. See power point file entitled "ACEC update on IIJA.pptx" and PDF file entitled "IIJA one pager\_11.10.pdf".

- The infrastructure funds will help deliver projects but doesn't cover all overprogramming.

- Greg mentioned a note from Lamar regarding the engineer pay rates through CEI, the Department will reimburse the engineers acquired through the statewide CEI limited-service contract on call or project specific contract at the rate approved by OIG in the consultant rate schedule and there's going to be a memo going out to the Division Engineers and Residents and a copy to the firms as well.

Joey gave a 2024-2033 STIP Development update. He gave a thorough look at how the STIP has been developed and what they are proposing to the Board of Transportation moving forward. See power point file entitled "February 2022 BOT Update (003)rev2-1.pptx".

## Technical Services updates (Chris Werner)

Chris mentioned the Pre-Construction Workshop seemed to be successful and others agreed. The sessions were recorded and are available for all to view (not just the attendees) on the Project Management website. Link: [Preconstruction Workshop Videos](#)

Chris said they are always looking for suggestions for improvements and topic to cover. NCDOT is serious about its partnerships with the industry and looking for input for increasing communication with its partners. Terry is sending out a survey for feedback on the conference, they urge attendees to fill it out.

- Prior to workshop, they had an outreach with Small Professional Services Firms, divisions, and units. Trying to develop communication, improve relationships and opportunities, increase diversity and firm utilization, etc. That was a first step and there will be more events. Focus on bringing SPSF's with prime firms.
- The Eastern On-call advertisement expected on March 15, 2022. Due date will be April 22<sup>nd</sup>. Should be same approach as the Western On-call. DOT will get input from eastern divisions for possible changes from western but are not expected much if any changes. DOT is letting firms decide on teaming arrangements and expect robust teams as before. They expect primes to utilize their subs.
- Quality Management will be rolling out soon along with standard scopes of work and checklists for every deliverable.
- DOT wants to get away from Preference comments on reviews. The division engineer should be the only one with preference based on their knowledge in their divisions. Firms should be performing quality control on their work and DOT will do quality assurance/fatal flaw reviews.
- The preliminary engineering spend plan 6 months into it, we are within 1-2% expenditures verses estimates so we need to keep up the good work.
- The pre-construction conference was focused on Program Delivery. Heavy focus on scope, schedule, budget, quality, and risk. MS Project Schedule classes are online. Industry partners should know how to use it. PEFs should set good schedules then do whatever it takes to meet the schedule. Schedule changes will be allowed with good justification.
- New invoicing templates were sent out to try to standardize it.
- Value Assessments - \$186 Million has been accepted to date and is probably on the low side. We need industry partners to continue looking for ways to save money on projects.

- Retirement at DOT, 20% vacancy in Technical services now and within two years, 20% of their staff will be eligible to retire. Numbers are similar across the department. Virginia Mabry and Pam Williams recently retired and took a lot of knowledge with them.
- DOT is not building back to do internal production as in the past. They must maintain enough staff to scope work, check estimates, know what needs to be done and be able to answer questions that arise.
- There are major concerns in the workforce available for the Transportation Industry. For example, the average industry age for surveying is 59 years old. DOT and its partners need to look for ideas of how to educate young people about our industry. Our committee is looking for any ideas of how to do this. Outreach to community colleges, universities, high schools, middle and elementary schools need to occur – we need innovative ideas for how to make this happen for both DOT and the private sector. Can technology play a role in workforce shortages, for example, can mobile lidar help mitigate the loss of surveyors? What other fields could we tap into that might be capable of doing transportation work, i.e., can we use an industrial engineer to become a project manager, etc. Ideas can be forwarded to Paul Garrett, Brandon Jones, or anyone on the Project Delivery subcommittee.
- January 2021, DOT required RS-2s for all POs. This is entered into SAP so they can monitor how much work is going to primes and subs. Work should be spread out.
- There were some issues brought up about the standard invoices and how much effort it takes to complete them. Mistakes in invoices will still occur. All feedback on the invoices should be sent to Derrick Weaver.

## **Roadway Design (Tatia White)**

- Preconstruction workshop – Roger Kluckman & Sherri Calhoun presented New Roadway Design Tools & Training. Link: [Pre-Construction New Roadway Design Tools/Training](#)
- They are addressing comments received about the new manual. Some things are fixed immediately, and some take more discussion and time to consider or fix.
- They are in the process of archiving some memos that still may be needed.
- They advertised and selected a team to help to update 3R guidance and compare to NCHR report 876. Looking at other states to see what they are doing. Frame 3R guidance for North Carolina.
- What is performance based practical design in North Carolina? DOT is trying to set overall framework for this.
- Consultant Guidelines is being worked on to be in alignment with PDN. Kitchen sink estimate is being reviewed.
- Planning best round table method with its partners to improve or discuss issues. Open to ideas for collaboration.
- ORD – initiated 10.10. Some draft guidance for converting SS4 to ORD is being developed.
- More pilot projects are being initiated. If you have a project that think will fit the schedule for testing ORD, discuss with your DOT Project Manager.
- They are continuing to assess the current release of ORD. Anticipate releasing 10.10.20 this quarter.
- They have embedded Bentley folks to help with workspace and civil cell development specific to each discipline. They also will help train DOT staff.

## **Professional Services Management (Robert Stroup)**

- New invoice templates are on-line and old ones have been removed from the website.
- Man-day estimate forms are updated for current non-salary direct cost rates, so new mileage rates are updated.
- Master LSC schedule us up to date on the website.
- There is a new Project Specific CEI anticipated advertisement posted. 3 projects total. Something is coming on Global Transpark maybe in April.
- CRS – there is increased access for firms. All firms have been contacted for 2<sup>nd</sup> user access. They have only received about a dozen requests. Each user must have their own NCID and complete the access form. Do not share NCIDs!
- The Eastern on-call should be a copy of the western ad unless the divisions want a tweak.

Links provided by Robert:

- New invoice templates (developed by Derrick Weaver’s group) are on the web at [Guidelines, Forms and Consultant Utilization](#).
- Old invoice and progress report templates have been removed from the website at [Guidelines, Forms and Consultant Utilization](#).
- Manday estimate forms were updated last month with current Non-Salary Direct Cost rates at [Guidelines, Forms and Consultant Utilization](#).
- The [MASTER LSC Schedule REPORT \(Anticipated Advertisement Schedule\).aspx](#) should be up-to-date on the website.
- A new Project-Specific CEI [Anticipated Advertisement](#) was posted earlier this week.

## Division Comments and Open Discussion

- Jackie McSwain has seen several issues with the new invoices. Chris said to share those concerns with Derrick.
- Matt Jones mentioned concerns with RW firms being able handle the workload. More a backlog of appraisals and appraisal reviews.
- Doug Taylor recently had to go through firms to find someone that had the capacity to do work.
- Brandon Jones agreed DOT type appraisals are an issue right now.
- Addison Gainey – same comments about appraisals. Some take 6 months. Subject to litigation. Can we make it worth it by raising rates for that work?

**Action Item: workforce conversation, solicit input from others. Buddy Barrell was brought up as an old outreach that was used in the past at the Fairgrounds.**

### Next Meeting

- Thursday, May 5, 2022, 1:30 PM



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

Date: February 1, 2022 at 9:30 AM

Location: Go To Meeting

<https://global.gotomeeting.com/join/685869781>

United States: +1 (571) 317-3122

Access Code: 685-869-781

## Attendees:

- Teresa Bruton
- Ron McCollum
- Victor Barbour
- Michael Taylor
- Jim Seybert
- Sam Blevins
- David Gourley
- Mickey Wing
- Nilesh Surti
- Keith Nixon
- Mike Merritt
- Boyd Tharrington
- Reade Dawson
- Chuck Gallant
- Andy Barry
- David Pukiewicz
- Hope Grumbles
- Patty Eason
- Andrew Palahnuk
- John Copeland
- Kevin Knuettel
- Wiley Jones
- Brian Skeens
- Cadmus Capehart
- Pete Weber
- Kevin Charrier
- Lewis Cuthrell
- Kevin Bailey
- Thomas Wells
- Brian Banks
- Mike Zicko
- Dennis Jernigan
- Drew Baucom

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I. Welcome and Introductions (Teresa)

II. NCDOT / NCTA Items (Teresa)

### 1. NCDOT

#### a. Announcements

- Bill Kincannon retired on January 31<sup>st</sup> and Cadmus Capehart, Division 2 Construction Engineer, has replaced on the Committee.

#### b. Updates

- ATC Process - Reference the attached *Alternative Technical Concepts and Confidential Questions* Project Special Provision modifications
  - The NCDOT will begin including why an ATC was not approved in the ATC response. However, should the Design-Build Team resubmit an ATC that is not approved, all resubmittals will count towards the maximum number of allowable ATCs.
  - The Department clarified that ATCs that are nullified also count towards the maximum number of allowable ATCs.
  - The Industry questioned why an ATC should count towards the maximum number of allowable ATCs if more than one Design-Build Team submits an ATC on the same topic, and the Department elects to revise the RFP without regard for confidentiality. Specifically, the Industry was concerned that a Design-Build Team has no way of knowing if another Design-Build Team submits an ATC on the same topic. The Department replied that the RFP is rarely revised due to the submittal of more than one ATC on the same topic. Instead, the Department typically chooses to maintain the confidentiality of the ATC topic.
- Technical Proposal Evaluation Modifications - Reference the attached Technical Proposal Evaluation Criteria modifications
  - The NCTA will more than likely continue to have a Long-Term Maintenance evaluation criteria.



- The Industry indicated that the Innovation / Added Value revisions were an appreciated improvement.
  - NCDOT requested that the Industry continue to provide recommended modifications / improvements to the evaluation criteria, as well as other sections of the RFP.
- Service Road Study Requirements
- Since the Department has not received any concerns / recommendations on the Service Road Study requirements, no revisions have been made to the RFP. However, the Department reminded the Industry to forward any concerns / recommendations to Victor Barbour or David Gourley for forwarding to the Department.
- Sound Barrier Wall Modifications - Reference the attached Sound Barrier Wall Modifications
- The Department indicated that the Board of Transportation has approved the 2021 Traffic Noise Policy. Thus, for those projects that are not subject to the 2021 Traffic Noise Policy, the RFP will clarify the 7dB(A) noise reduction design goal that was incorporated into the new Policy.
  - The Department is currently updating the 2016 Traffic Noise Manual to clarify design requirements / parameters, including specifying maximum sound barrier wall heights. The Department anticipates the following Traffic Noise Manual update schedule:
    - A draft version of the updated Manual will be provided to the Industry for their review by the end of February
    - The final version of the updated Manual will be approved in April, depending on the amount and magnitude of the comments received.
    - Future RFPs will require the Design-Build Team to adhere to the updated Traffic Noise Manual. However, if the updated Manual is delayed, the RFP will incorporate the design parameter revisions that will be included in the Manual.
  - For all projects, the RFP will include a maximum square footage of anticipated sound barrier walls on the shoulder and a maximum square footage of anticipated sound barrier walls in cut sections. If the accepted Design Noise Report and balloting process require more than the anticipated square footage of sound barrier walls, the square footage that exceeds the maximum amount will be paid for as extra work. The current unit prices for the design and construction of additional sound barrier walls constructed on the shoulder and in cut sections are \$55.00 per square foot and \$50.00 per square foot, respectively. The amount of extra work shall be determined by deducting all additional sound barrier wall square footage required as a result of the Design-Build Team's design modifications. Additionally, the amount of extra work for sound barrier walls on the shoulder and the amount of extra work for sound barrier walls in cut sections are independent and will not be considered cumulative.
  - The Industry asked NCDOT to consider including a maximum linear footage of sound barrier walls on the shoulder and a corresponding unit price for each foot that exceeds the maximum amount. The linear foot unit price would cover the additional paved shoulder width, single-faced barrier, etc. that is required for sound barrier walls constructed on the shoulder. The Industry indicated that this approach would allow the Department to use the same unit price for the additional square footage required for sound barrier walls on the shoulder and in cut sections. The Department indicated that the current price structure covers the additional expenses for sound barrier walls constructed on the shoulder (paved shoulders,



barrier, etc.) for the additional wall height and length, resulting in a larger quantity than additional linear footage. However, the Department will consider the pricing structure recommended by the Industry.

## 2. NCTA

- a. Mid-Currituck updates based on the SELC appeal, but no other updates (Dennis)

III. Upcoming Design-Build Projects - Reference the anticipated list of Design-Build projects (Teresa)

IV. Carolina AGC Items (Victor)

### 1. Update on Steel Price Adjustment Provision

- o NCDOT has provided a draft Steel Price Adjustment provision for AGC's review and scheduled a meeting the week of February 7<sup>th</sup> to discuss.
- o AGC has solicited feedback on the Provision from subcontractors.
- o NCDOT's current approach is to implement the Provision on new projects as soon as possible, and then address active contracts.
- o NCDOT is also working on opt-in / opt-out requirements for the Provision.

### 2. Cutoff date for Addenda

- o The AGC requested that the Department implement a deadline for Addendum distribution. Specifically, Addendums distributed late in the procurement have the potential to impact the Design-Build Team's price, schedule, design, etc.
- o The Department indicated that an Addendum deadline will not be implemented. Specifically, if an Addendum is required, it will be distributed regardless of the timeframe.
- o The Department ensured the Committee that Addendums are distributed as quickly as possible once it is determined that they are required. Additionally, the Department often distributes an e-mail to the short-listed teams or contacts them to convey an Addendum's content prior to the Addendum distribution.
- o The Department encouraged the Industry to notify the Design-Build Unit if an Addendum significantly impacts the project price, schedule, design, etc. so that the procurement may be extended to minimize risk.

### 3. Geotech - adequate asphalt cores for pavement to be removed, especially in travel lanes

- o The AGC requested that the Department provide additional pavement cores when pavement must be removed, or traffic placed on paved shoulders.
- o To minimize exposure to traffic, NCDOT indicated that it is preferred that the Department obtain additional investigative information that is required in lieu of each short-listed team obtaining the same information.
- o One consideration is for the Department to request specific locations where additional pavement cores / geotechnical borings are required during the first Q&A Sessions. The Department would perform the investigations and provide all the additional cores / borings to all the short-listed teams, regardless of which Design-Build Team requested the information.
- o Victor will request more details from the AGC membership on the specific additional investigative information requested - number of cores / borings at specific locations, etc. The deadline for providing this feedback is February 8<sup>th</sup>.

### 4. Extension of project limits and project upgrades

- o The AGC questioned if recent project limit extensions on Design-Build projects are increasing costs, especially when compared to Design-Bid-Build projects. The Department indicated that project limits have been extended to adhere to design criteria, such as providing the required length to reduce four lanes to two lanes or adhering to



- MASH requirements.
  - The Department indicated that all modifications to project limits, design criteria, maintenance items, etc. are coordinated with the Division and other appropriate NCDOT personnel prior to incorporation.
  - The Industry indicated that this topic was included on the Agenda to alert the Department to the perception that Design-Build projects are more expensive than Design-Bid-Build projects.
5. Project file availability at time of shortlist
- The Industry requested that the Department provide all the project material when the short-listed teams are announced or as quickly as possible, thereafter.
  - The Department indicated that the project material is provided as soon as it becomes available. However, if the NEPA Process is not complete prior to beginning the Design-Build procurement process, many project items are not available at the time of short-listing.
  - The Industry indicated that significant time is required for the initial review or the First Industry Draft RFP and project material. The Department asked if the Industry prefers three weeks, instead of the standard two weeks, between distribution of the First Industry Draft RFP and the first Q&A sessions to allow additional review time. The Industry agreed that the additional week would be beneficial.

## V. ACEC Items

(David)

### 1. Private Utility Approval Process

- The Industry questioned if the NCDOT Utilities Unit reviews the utility relocation plans for Design-Build projects. The Department indicated that the relocation plans are reviewed for adherence to NCDOT standards and to ensure that multiple utilities do not propose relocating their facilities in the same corridor. However, the details of the NCDOT utility reviews need to be confirmed.

## VI. Open Discussion / Ongoing Items

(Committee)

### 1. As-Constructed Drawings vs. As-Built Plans

- The Department asked if there are any concerns with the Design-Build Team's roles and responsibilities for As-Constructed Drawings and As-Built Plans.
- The Department indicated that the definitions for As-Constructed Drawings and As-Built Plans may be found in Division One.
  - As-Constructed Drawings are red-lined mark-ups of the latest Released for Construction Plans containing the information listed under As-Constructed Plans in the Records and Reports Section of the NCDOT Construction Manual
  - As-Built Plans are coordinately correct plans documenting the details, dimensions and location of the completed work.
- AGC indicated that on several Design-Build projects the inspectors (CEI firm) have not developed the redline drawings that are typically their responsibility on Design-Bid-Build projects, requiring the Design-Build Team to be responsible for all redline mark-ups.
- The Department indicated that changes have been made to Division One (Pages 1-88, Article 109-10) to clarify the As-Constructed Drawings and As-Built Plans requirements.
- The Department indicated that the As-Constructed Drawings and As-Built Plans responsibilities on Design-Build projects should be consistent for every project and requested feedback from the Industry to clarify the roles and responsibilities.



## VII. Next Meeting

(David)

### 1. 2022 Meeting Schedule:

- May 3, 2022
- August 2, 2022
- November 1, 2022

## VIII. Meeting Adjourn



# ACEC/NCDOT BRIDGE SUBCOMMITTEE



Structures Conference Room C

February 7, 2022

10:30 am

## MEETING MINUTES

- 1) Meeting Kick-off – Came to order @ 10:34 am
  - a) Introductions

### ATTENDEES

Brian Hanks – NCDOT Structures Management Unit  
David Stutts – NCDOT Structures Management Unit  
Kevin Fischer – NCDOT Structures Management Unit  
Tierre Peterson – NCDOT Structures Management Unit  
Hoang Dieu – NCDOT Structures Management Unit  
Gichuru Muchane – NCDOT Structures Management Unit  
Trey Carroll – NCDOT Structures Management Unit  
Beth Quinn – NCDOT Structures Management Unit  
Jason Doughty – Modjeski & Masters  
Jake Sherman – WSP  
Nicole Brown – Alfred Benesch  
Bradley Bell – Michael Baker  
Domenic Coletti – HDR  
Tom Koch – Wetherill Engineering

- 2) Review of Previous Meeting Minutes
  - a) Previous Meeting Minutes were established prior to the subcommittee meeting to allow adequate time for review. These Minutes were approved via email.
- 3) Bridge Design Workshop Series
  - a) Candidate topics for the Bridge Design Workshop Series were distributed via email and ranked based on interest prior to the meeting. These candidate topics were discussed, and it was decided to schedule a Workshop in May and in August of 2022. An additional topic mentioned is the Harkers Island project (Trey).
    - i. May Bridge Design Workshop – Gichuru will arrange for SMU to present on some recent Department policy changes. Namely

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the new link slab standards and current policy for barrier rails are topics of interest for this Workshop.

- ii. August Bridge Design Workshop – Domenic will present on Reliable Fit-Up for Steel Girder Bridges in August. If possible, will also look to identify someone from the Department to co-present on the Construction side.

#### 4) Training Opportunities

- a) Georgia/Carolinas PCI pushed the PCI Bridge Seminar to Fall 2022 due to COVID issues. This however overlaps with the timing of the scheduled Steel Bridge Forum. Jake will reach out to Ray Clark and ask if the seminar can be pushed to Spring of 2023 to stagger these training opportunities.
- b) A Steel Bridge Forum event is expected to occur in Fall of 2022. An in-person all-day session is expected (likely to be held in the McKimmon Center). Exact dates, speakers and agenda are not yet finalized. Jason will continue to assist in coordinating this event on behalf of the Subcommittee.
- c) The 2022 ACEC/NCDOT Transportation Conference has been scheduled for November 30<sup>th</sup> and December 1st.

#### 5) Anticipated PEF Opportunities

- a) Central and the Divisions restarted most of the projects through 2026 which includes approximately 800+/- bridge projects (of which approximately 200+/- are Central managed and 600+/- are Division managed). SMU is also working with Divisions to help ensure bridge projects are appropriately assigned. SMU and Division manpower remains a challenge. Keeping scheduled dates has also been challenging due to extenuating circumstances such as ROW and utilities issues. Yearly federal funding has increased from +/- \$65M to +/- \$150M due to the infrastructure bill (IIJA). More projects for the 5<sup>th</sup> year are being added to the projects list and firms are expected to be scheduled in the Spring.



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- b) Based on expected non-discretionary funding available from the infrastructure bill (IIJA) the current bridge program appears well programmed thru 2024. The current bridge program currently looks a little light on the back end of the five-year infrastructure bill.
- c) Bridge projects are currently being screened to determine best candidates to apply for discretionary Grants available from the infrastructure bill (IIJA).
- d) The current Structures LSA may be extended to October 2023 (extended using the optional third year) however no definitive decision has been made yet.

### 6) Technical Discussion

#### a) Manual Revisions:

- i) Brian indicated SMU is considering issuing a moratorium on heavier prestressed concrete girders (e.g. FIB 72", 78", 84" 96" or sizes that result in weights heavier than traditional 72" MBT girders) on inland projects due to site access issues. Excessive weights from large girder sizes are causing issues on hauling routes. Moving forward consultants are not to use large/long non-standard prestressed girder sizes on inland projects unless otherwise directed by the Department.
- ii) FIB Standards are not ready for official release. Consultants may request an advance copy of the draft standards if needed for a project. SMU is interested in hearing feedback on the consultants who have reviewed the draft standards.
- iii) SMU will be adding emergency vehicles to LRFR requirements. These new Emergency Vehicles are the EV2 and EV3 as defined by the FAST Act. NCDOT is working with FHWA to clarify locations that will require load rating for these new emergency vehicles.
- iv) A walls chapter is being added to the Structures Design Manual. The new chapter will break out and build upon the current requirements given in Chapter 12 (Miscellaneous) of the Structures Design Manual. The initial version of this chapter includes additional wall



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requirements. For example it will include language addressing CFA piles for sound barrier walls. Requirements such as wall geometry and use of integral end bents with retaining walls are still being discussed and likely won't be addressed in the first version of the new chapter.

- v) No other new policy changes are expected in near term
- b) Research Projects:
  - i) Integral Abutment Research- The end bents for the bridge at Rock Quarry Road were instrumented and data is being collected. The research team is reviewing performance of many existing integral abutment bridges build around the State.
  - ii) Strut & Tie – A research project for use of strut & tie modeling and design of deep concrete elements was initiated. This research is intended to help implement use of strut & tie modeling and design into SMU policy. The research is currently in the literature review stage.
  - iii) Carbon Fiber Repairs – A NCSU research project for use of carbon fiber repairs/retrofit for improving load rating capacity of existing bridges is being performed. Still working to get a finalized report.

7) Open Discussion Other Topics

- a) Open Bridge –A slow transition to Open Bridge has begun and firms are starting to work with it. Currently work is being done primarily in 2D to get used to the new software. Full implementation to 3D will go slow. A digital twin is not a required deliverable at this time, but may be required on a case-by-case basis.
- b) Tierre gave overview of PIQ entry on Sharepoint. The PIQ tool will be used moving forward for quantities. One item of note is that walls are to go under bridge pay items unless there are no bridges in the project, in that case they are to go under roadway quantities.
- c) A PDN scoping template is being developed and may be rolling out soon. Items which may require uploading into Atlas are being worked out (for example PGDs may need to be uploaded)

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d) David will soon reach out to firms for projections for 2023 and 2024 bridge projects in the STIP.

8) Next Meeting: May 2, 2022