



NORTH CAROLINA

Department of Transportation



Upcoming Projects and Division Asphalt Topics for Discussion

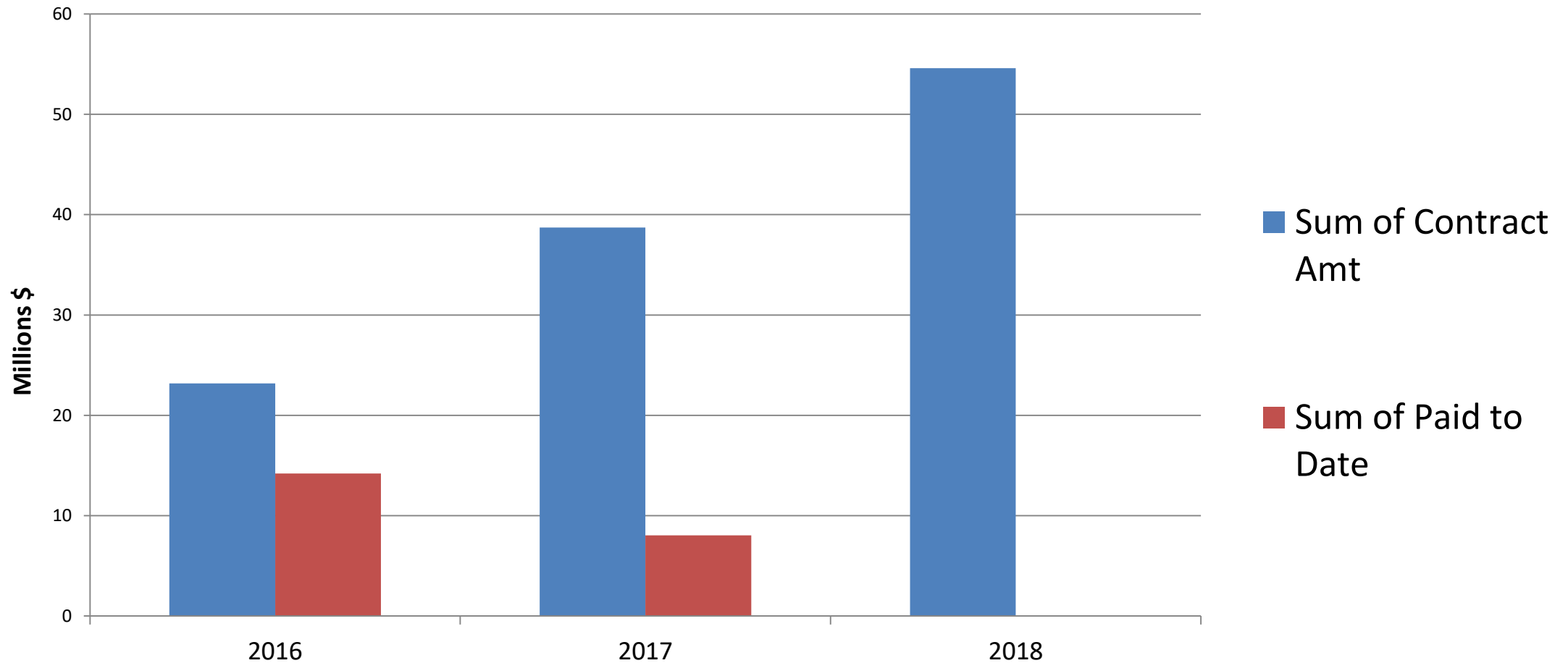
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Contract Resurfacing

- FY 2016-17 – 61.2% complete
- FY 2017-18
 - Let \$ 32.6 Million (April and May 2017)
 - Percent complete – 20.7%
- FY 2018-19
 - Let \$18.6 Million (September and October 2017)
 - Percent Complete – 0%
 - Plan to let \$ 36 Million (March, April, May)

Resurfacing Progress



Pavement Preservation

- FY 2017-18
 - Let \$ 6.25 Million (< 1% complete)
- FY 2018-19
 - Let Jan 2018 \$ 100K – Crack Seal
 - Feb 2018 – Let \$6.4 Million
 - Microsurfacing and AST
 - March 2018 – Let \$900K
 - S4.75A thin overlay

Question to Think About?

What can NCDOT do to help improve delivery of the resurfacing program?

Changes to 2018-19 Contracts

- Contract Time – Completion by June 2019
 - Aligns budget expectations with fiscal year.
 - Goal is to spend the resurfacing allocation each fiscal year.
- Pavement Markings
 - Elimination of long life markings under the paving contract.
 - Let separate contract for long life markings.
 - Allows for marking contractor to schedule own work.
 - Larger volume of available work more attractive to the industry.
 - Goal is to improve long life quality.

Changes to 2018-19 Contracts

- Elimination of the pavement marking ICT and associated LDs.
 - Contract Admin and tracking issue of centerline and edge line dates.
 - The intent of the ICT did not meet expectations.
 - Now what?
 - Section 1205-3(D) and PSP require that the contractor to place pavement markings within certain time frames.
 - Failure to do so will result in stop work notice on all operations.
 - Discuss with RE at preconstruction conference.

Changes to 2018-19 Contracts

- AST

- Using lightweight aggregate as top mat.

- Hope to produce a better product
- Less dust
- More acceptable to the public.

- Still require that the contractor to adjust rates of emulsion and aggregate to meet physical and environmental conditions of the map.

- Discuss proposed rates with RE.

Current Major Projects

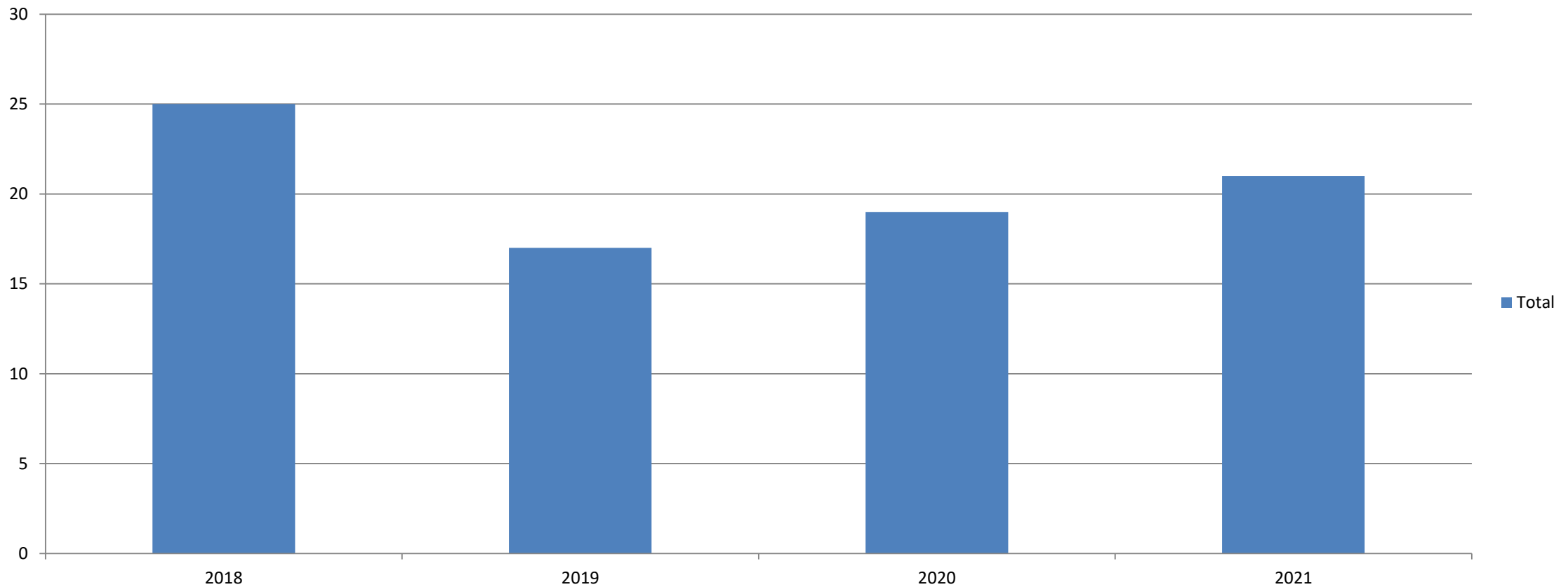
- I-5893 I-85 Pavement rehab Finishing up
- I-5894 I-85 Pavement rehab Available May 2017
- R-3100 NC 16 widening Available May 2017
- R-2707C US 74 Bypass Available June 17
- U-3633 NC 273 Widening Available July 2017
- I-5000 US 321/I-85 Int. Available August 2017
- R-2707F US 74 Bypass Paving Available April 2018

Future Major Projects

- I-5915 I-40 Pavement Rehab May 2018 let
 - MM 130.7 in Catawba to MM150.2 in Iredell Co.
- I-3819B I-40/I-77 Interchange Design Build
 - Advertise in March 18 Let in September 18
- R-2307B NC 150 widening July 2019 let
 - Catawba River to US 21 in Mooresville
- U-4700A US 321 Widening 2021 let
 - US 70 to US 321 Bus
- R-2707 D/E US 74 Bypass 2021 let
 - Last two sections of the bypass.

Other Projects– Division Managed, Bridge, and TIP Projects

Total Projects Let excluding Resurfacing and Pavement Preservation



Project Issues

- Pavement Markings
 - Delay in getting long life markings placed or they fail. Why?
 - Pre-marking lines fade, become invisible at night and during inclement weather.
 - Division contract changes will help.
 - Until then we need you to be responsive to our requests to mitigate the safety issues. Especially on our higher volume interstates and primary routes?
 - What other suggestions do you have?

Project Issues

- Project Delivery
 - Why are we not making the completion dates?
 - What can we do to help you be successful?

Project Issues

- Problem Resolution
 - How do you deal with issues that arise on the project?
 - Some suggestions:
 - Read the specifications and the PSPs.
 - Develop a good work plan; discuss with DOT staff.
 - Discuss the problem VERBALLY. Why not solely rely on email and text messages.
 - Start with project personnel. Elevate when necessary.
 - Take ownership of the problem.
 - Take pictures of the issues that help define the problem.

Project Issues

- Signs

- Cover signs as required by standard
 - If installed more than 7 days prior to work.
 - If map is inactive for more than 14 days.
 - Think about where we place signs before we install them.
- Advanced Warnings signs (2016 Asphalt Summit)
 - Acceptable to use portable supports on low impacts, low volume routes where **all** work is completed in 7 days.
 - Ex. Subdivisions, low volume AST routes, no outlets roads less than 1 mile in length.
 - Consult RE for questions.
 - Remove once map is substantially complete(paving, shoulders, pavement markings)
 - Will it help to add a line item to the contract for AWS portable?

Project Issues

- Work Zone Traffic Control for Interstate/Freeway Projects
 - Pre-staging of WZ TCDs
 - Signs and TCDs can be staged on the shoulder
 - Single lane closure – Up to 1 hour prior to ICT time.
 - Double or Triple closure – Up to 2 hours prior to ICT time.
 - FAB and CMS lane closure message cannot be activated until 30 min, prior to ICT time.
 - CMS should have message to SLOW DOWN Workers present during staging
 - Police need to be on site while staging.
 - Removal
 - FAB and CMS must be turned off when lane is opened.
 - Signs and TCD can be removed from shoulder after lane is opened.

Work Zone Traffic Control for Interstate/Freeway Projects

- WZ Speed Limit Signs & Digital Speed Limit Signs
 - State Traffic Engineer must issue an ordinance to change speed limit. Ordinance must be received before installation.
 - NCDOT will determine speed limits.
- WZ Presence Lighting and Seq. Flashing Warning Lights
 - WZPL – alerts motorists of the WZ
 - SFWL – on tapers to direct traffic which way to merge.

Work Zone Traffic Control for Interstate/Freeway Projects

- Law Enforcement
 - Minimum of 2 LEO for mainline closure
 - Add 2 LEO for ramps if closed with mainline.
- Temp Traffic Control
 - Drums are recommended for night work.
 - Skinny drums can be used , but not in taper (drums only)
 - Skinny drums should be spaced 20 feet apart.

Work Zone Traffic Control for Interstate/Freeway Projects

- WZ Operations
 - Must submit a Traffic Control Plan to Engineer
 - Active Work Area(lane closure) is 2 miles in length.
 - Can be extended up to 5 miles if approved by Engineer.
 - Must have sufficient labor and equipment necessary to complete work in the extended zone.
 - Must be necessary.