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

- **Sum of Contract Amt**
- **Sum of Paid to Date**

- **Years**:
  - 2016
  - 2017
  - 2018

- **Millions $**:
  - 2016: 20
  - 2017: 40
  - 2018: 50
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

- 2018: 25
- 2019: 17
- 2020: 20
- 2021: 22
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 receive 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.