



B u i l d i n g Y o u r B u s i n e s s

Presentation to House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions


February 22, 2016

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Program Delivery: What's Working Well

- ▶ Advanced notice for planning resource commitment
 - STI law gives predictability and confidence for investments
 - Sustainable funding at state and federal level encourages new investments
 - Publication of 24 and 12 month tentative letting lists on NCDOT website

Program Delivery: What's Working Well


- ▶ Utilization of constructability reviews with industry
 - ▶ Industry member involvement in pilot projects, experimental product utilization, etc. for input on performance and costs
 - ▶ Four Key Standing Committees:
 - NCDOT/CAGC Joint Cooperative committee (policy and program focus)
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Program Delivery: What's Working Well

- ▶ Four Key Standing Committees (cont.)
 - NCDOT/CAGC Structure Committee (focus on technical structure issues and product utilization)
 - NCDOT/CAGC Roadway Committee (focus on technical roadway construction issues)
 - NCDOT/CAGC/ACEC Joint Design/Build Committee (focus on alternate delivery methods such as design/build, A+B bidding, P3 projects, etc.)
- ▶ NCDOT/CAGC Joint Winter Training Conferences
- ▶ Three regional conferences bi-annually (500–600 attendees)
Conference theme is “Effective Communication Equals Effective Project Delivery”

Program Delivery:

What's Needed for Project to Succeed

- ▶ Good, complete plans
 - ▶ Contractor controls contributing aspects as much as possible
 - ▶ Good project communication on a daily basis
 - ▶ Partnership attitude by all parties
 - ▶ Contractor's bid based on complete investigation of project site and contract provisions and all costs included
 - ▶ Minimal unexpected site conditions encountered or engineer preferences not included in contract requirements
 - ▶ All utilities adjusted on time
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Program Delivery:

Areas for Project Delivery Improvements

- ▶ Contractor in control of as much of the project contributing influences as feasible
 - Utility adjustments
 - CEI inspection services
 - Flexible time-frames for active work
 - Traffic safety, etc.
- ▶ Base MBE/WBE requirements on project specific goals on realistic regional availability of certified firms that have already been qualified for working on DOT projects.
- ▶ Balance lettings to avoid peaks and valleys as much as possible
- ▶ Uniformity among division let and division managed projects
- ▶ Standard division websites that provide letting information on division let projects
- ▶ Responsiveness of NCDOT staff in timely review of required submittals

Program Delivery:

Areas for Project Delivery Improvements

- ▶ Partnering attitude on all projects. Decision-making at the lowest possible level.
- ▶ Obtain timely decisions as project issues arise.
- ▶ Give NCDOT statutory authority on having conflicting utilities adjusted in a timely manner (funding or authority).
- ▶ CAGC, ACEC, and NCDOT now working on a new protocol to be used on design/build projects that impact railroad operations to improve information obtained from the railroads that impact the contractor's pricing for those projects. Productive meetings being held with both CSX and NS railroad officials.
- ▶ Utilize the design/build delivery method on suitable projects where innovation can occur and significant benefits may be realized.
- ▶ While prudent outsourcing is encouraged, NCDOT must retain sufficient in-house knowledge and experience and an adequate staff to facilitate good program management representing the taxpayer's interests and the ability to make programmatic decisions necessary to achieve program delivery.

Opportunities for Use of New Technology and Materials

- ▶ Industry attends national trade shows and is approached routinely by vendors
- ▶ Interaction with peer companies in various meetings
- ▶ Pilot trials on projects to evaluate performance and costs
- ▶ Invest in technology such as field tablets, surveying equipment, electronic bid processes, technical training, etc.*

*If industry is asked to invest in equipment and technology necessary to utilize a new construction process, it must have confidence that it will be a sustainable need.



We appreciate the opportunity to provide input into this critical issue and stand ready to assist the General Assembly in any way we can.

