

**MEETING AGENDA  
ND DEPARTMENT OF TRANSPORTATION**

**Title of Meeting:** NDDOT Specification Committee Meeting

**Date:** 11/03/2015

**Time:** 1:00 PM to 5:00 PM

**Location:** Comfort Inn -  
Bismarck

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**Meeting Agenda item(s):**

- 1<sup>st</sup> Supplemental Specification went active for bids after October 1<sup>st</sup>.
  - Most of the revisions were “housekeeping”
  - 107.17 “Removed Material” was adjusted to more accurately reflect what occurs
  - The concrete grinding slurry removal was updated per discussions with the NDDoH
  - Developed standardized forms for signal inspection and testing
- Material source website update – Bob Christensen
- Threatened and Endangered Species update – Cassandra Torstenson
- Anchorage for erosion control blankets (see attachment) – Al Holleman
- Electronic Payroll Submissions (see attachment) – Gail Brown
- Revised Route Marker logo and contractor stock (see attachment) – Ken Russell
- Certificates of Compliance (see attachment) – Steve Hsu
- Borrow material – State option vs Contractor obtained
- New Items & Discussion



**AGC SPECIFICATIONS COMMITTEE- ISSUES SUBMITTAL FORM**

Date Submitted <b>10-23-2015</b>
Submitted By <b>Al Holleman - Agassiz Seed &amp; Supply</b>
Spec Committee Meeting Date <b>11-3-15</b>
AGC Spec Committee Issue Number <b>AGC15-007</b>

DOT Specification Section Number:	856.03 Staples ..... Use staples for ECM and TRM that are constructed of 11 gauge or heavier steel wire and that are either U-shaped measuring at least 1 inch across the top and at least 8 inches along each leg, or that are T-shaped measuring at least 4 inches across the top and at least 8 inches in length.
Background Information: (include past project experiences as illustration, if possible)	industry standard and common practise is to use 6x1x6-11 ga staples on ECB products. TRM's are anchored with 8x1x8-11ga staples or specially designed anchor systems.
Suggested Solution:	856.03 Staples ..... Use staples for ECB that are constructed of 11 gauge or heavier steel wire and that are either U-shaped measuring at least 1 inch across the top and at least 6 inches along each leg, or that are T-shaped measuring at least 4 inches across the top and at least 6 inches in length. Use staples for TRM that are constructed of 11 gauge or heavier steel wire and that are either U-shaped measuring at least 2 inches across the top and at least 8 inches along each leg, or anchor systems that are project specific as designed in the project plans.

**Actions to Date:**

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CONTRACT SPECIAL PROVISION

AUTOMATED CERTIFIED PAYROLL

All Contractors on NDDOT federal-aid projects must file weekly Certified Payroll, as required by the Davis-Bacon Act and Related Acts (DBRA). NDDOT is moving to LCP Tracker, which is a paperless, online system for entering certified payrolls. Use of LCP Tracker will eliminate certified payroll in paper form, and contractors will only need access to a computer and an internet connection.

**NDDOT encourages all contractors to file their payroll electronically, but at this time both paper and electronic submissions will be accepted.**

As the option for electronic filings of Certified Payroll is offered, the responsibilities of the parties will be as follows:

**Prime Contractor:** After award, the Prime Contractor will receive an email and will be asked to set up a log-in and password with LCP Tracker. Whether or not the prime contractor chooses to file electronically, they must set up a Prime Approver account which will allow subcontractors to file electronically. The Prime Contractor will input information on all subcontractors and will be responsible for the review of any payrolls filed electronically. After Prime contractor approval, all electronic payrolls will automatically be forwarded to the NDDOT. The Prime Contractor will continue to be responsible for review of payrolls filed in paper form by subcontractors, and to forward these paper payrolls to the NDDOT as required under Davis-Bacon and Related Acts (DBRA).

**Subcontractor:** If a subcontractor chooses to file electronically, they will set up an account and receive a password and log-in. This will allow electronic filing of the certified payrolls with the Prime Approver (Prime Contractor). Alternatively, the subcontractor may file the Certified Payrolls in paper form.

**NDDOT:** The Project Engineer and staff will review the payrolls and will work through the Prime Contractor to address any issues with subcontractors, whether filed electronically or by paper. Access to LCP Tracker will be provided free of charge to contractors.

Information on LCP Tracker is available at [www.lcptracker.com](http://www.lcptracker.com). Once a contractor is set up with an account, they may take advantage of self-guided online tutorials at [www.lcptracker.net](http://www.lcptracker.net).

For further information on certified payroll, go to the NDDOT Labor Compliance page at <https://www.dot.nd.gov/divisions/civilrights/laborcompliance.htm>.



**AGC SPECIFICATIONS COMMITTEE- ISSUES SUBMITTAL FORM**

Date Submitted <b>10/2/2015</b>
Submitted By <b>Ken Russell</b>
Spec Committee Meeting Date <b>November 3, 2015</b>
AGC Spec Committee Issue Number <b>AGC 15-006</b>

DOT Specification Section Number:	704, temporary Traffic control
Background Information: (include past project experiences as illustration, if possible)	NDDOT is transitioning the ND highway Route Marker sign from the Indian head to the ND Logo. Traffic control contractors have hundreds of signs in their inventories for use when temporarily detouring traffic. We do not want to see useful inventory wasted due to this design change.
Suggested Solution:	I would suggest allowing the use of the old route marker design for use in construction zones or the use of the new design. If this is not acceptable, then allow the use of the route marker until the start of the 2021 construction season.

**Actions to Date:**

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# AGC SPECIFICATIONS COMMITTEE- ISSUES SUBMITTAL FORM

Date Submitted <b>10/22/15</b>
Submitted By <b>Steve Hsu - West River Striping</b>
Spec Committee Meeting Date <b>11/03/2015</b>
AGC Spec Committee Issue Number <b>AGC 15-008</b>

DOT Specification Section Number:	106.01 Control Of Material Section C Certificate of Compliance
Background Information: (include past project experiences as illustration, if possible)	<p>This specification spells out what is to be included on Certificate of Compliance for materials to be used on NDDOT projects. Most of the information required on these certifications are not an issue as the certs we receive are compliant. Item # 3,4,6,10 are the ones that we are having difficulty with. The information requested is not practical to provide for Pavement Marking Material like paint and glass beads. These types of material are ordered in bulk quantities and most Pavement Marking companies operate as we do with a "first in first out" system of relieving inventory. And often times we will order material in excess of what is needed to complete our jobs on the books in anticipation of jobs to be awarded to us during the spring and summer bidding season. For us to provide project specific certifications is practically impossible due to several factors which are too numerous to list here. Obtaining a certification with an "original" signature and listing the quantity of material designated is unrealistic as well.</p> <p>The certs we are supplying presently are signed but are usually photocopies of the original as our vendors keep original at their places of business. We have had our certs rejected due to them not having original signature.</p> <p>We rarely if ever have a project where the estimated quantity actually matches the quantities placed, so providing a cert listing the quantity for the project would need to be sent after completion of our items which is contradictory to the process in place which states "certifications must be provided before contractor commences work on project"</p> <p>We do not have a problem supplying certifications for our materials and have been doing so since we started our company. We do have an issue with some of the information required on these certs. and having the exact same cert. rejected by some engineers and accepted by others.</p>

Suggested Solution:	<p>Materials ordered in bulk quantities such as traffic paint should have different information requirements than materials ordered job specifically such as decorative fence for example.</p> <p>Our paint/glass beads has to be tested and pre-approved by NDDOT Materials and Research Division prior to this material even shipping from our vendors and is then listed on the Departments website as a "preapproved product" as stated in NDDOT Spec book 880.01 O for latex paint and 880.02 C for epoxy paint, we feel some of the information required on Certification of Compliance is redundant and contractors who provide bulk material should be exempt from providing the information I spoke about.</p> <p>We also feel that when NDDOT Materials division implemented the requirements of pre-testing pvmt. mkg. materials the intention was if the material is required to be pre-tested and approved as a compliant NDDOT Specified marking material it could be used on ANY department project, for they realized that ordering job specific paint and beads was not practicle or acheivable.</p>
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**Actions to Date:**

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