



**CAROLINAS AGC/SCDOT  
JOINT COOPERATIVE COMMITTEE  
January 10, 2018  
Minutes**

**I. CALL TO ORDER**

**A. Introductions**

See attached list

Leland Colvin mentioned the upcoming focuses within DOT. These include retention and talent management within the agency and pushing the utility bill within the legislature. At the November-December commission meeting, the efficiency study results as required by the new funding bill were reported on. The study was complete by KPMG and the Conti Group. One of the big things to come from the study is that SCDOT will be working on a target model for the agency. Project delivery is the first segment that will be focused on. One example of things to look at is the resurfacing contracts. Districts work them up and route them through Director of Maintenance office, but the CTC contracts are routed through Preconstruction. The contracts are being developed two different ways.

**II. OLD BUSINESS**

**A. Traffic Control Specification**

In contractors' court. No new updates since November.

**B. Work Zone Safety**

Contractors questioned what can be done to get blue lights on projects without waiting on the funding to come in. They also expressed concerns about the Black Book requiring blue lights to pace traffic when moving equipment in and out of a work site. They are unable to get highway patrol out there at these times, so they are using local law enforcement and such that are willing to help. They are concerned that they are left wide open for legal issues because of this issue.

**C. Specification Updates (January 2018)**

a. SC-M-400

Most of the contractors have not switched over yet. Gradually working the new specification to new projects. Materials and Research will entertain going to the new specification based on how far along the projects are. Todd told the contractors to submit their requests to move to the new specification to the RCEs and it would be looked at on a case by case basis.

b. CMRB

If the tentative letting list is update and more informative, it would help the contractors out. In 2015, they had 5.3 million square yards. In 2016, it was 6.4

million. In 2017, it went down to 3.4 million. Concerns are whether DOT is waiting on the new specification and if the stuff not dumped in 2017 will be dumped in 2018. There is concern on scheduling.

- c. Liquidated Damages  
No new updates.

**D. Tentative Letting List**

Leland requested that Randy Young work on getting a resolution to this concern.

**III. NEW BUSINESS**

**A. Safety Topic**

Frank Nesbitt from Lane Construction presented a segment on overhead utility lines. How are you marking out overhead utility lines on your job site for your employees? One little change could change the lives of the employee, the coworkers, the company, and everyone around. Every employee must be aware of the way overhead utility lines are marked. Touching the line is not necessary. Electricity can arch and jump from the line to the equipment.

**B. Project Delivery Status**

No major changes. There are 380 projects active worth about \$280 billion. About a third is down but that still leaves about two-thirds that need to be down. About 70-75 percent of the jobs are being completed on time.

**C. Safety Training Inspectors**

Concerns include workers getting in the way on the job site. Work zone training is provided. However, there is no formal training on non-step up safety. The contractors are pushing safety on their side to make sure each employee is trained before every stepping foot on a job site. However, they are seeing things with the inspectors that concern them and make them wonder what training the inspectors are receiving. The question was posed about setting up a committee with SCDOT, AGC, and CEI to have a place to work out issue such as this.

**D. Underruns on Concrete & FDP**

Contractors questioned the underruns on concrete pedestrian ramps, full depth patching, etc. These underruns affect the DBA goals. Is this because of lack of personnel or is it easier to cut out large quantities? The DOT states that when the contracts are put together, there is room for changes in the quantities. Just a "windshield" look at these projects is sometimes very inaccurate. The Office of Material and Research is working on a possible training for Pavement Managers to help them make better estimates of the quantities needed on a project. Some of the conflict with quantities being reduced is that different sections are working on different projects and may not realize that something is in a project from another section. Once it hits construction, those things are deleted from the contracts. This is an issue that DOT is working on correcting.

**E. Testing/Retesting Concrete & Asphalt**

The contractors discussed concerns with testing materials, concrete asphalt at the plants and testing materials on the job site. The concerns that there is a lot of testing/retesting. Can this process be streamlined some? Merrill Zwanka discussed changes on the IA side. The lab is backing off on how they do some of the IA testing.

Right now, there are so many samples that must be taken. As of this month, they are changing to a system-based approach to IA. This allows all the inspectors that are certified to be checked out yearly by the lab. Ideally, the lab's IA person would come out and put the certified personnel through a battery of tests and would not have to see them for the rest of the calendar year. This is just for asphalt as of right now but leaving the options open for future things as well. This takes one more person out of the plant labs. DOT is looking at possibly doing something different for smaller quantities. The contractors' concerns include the duplication of work. If one contractor is using three plants for stone, those three plants must be tested. If another contractor is also using those three plants for the same stone, the three plants must be test yet again. The lab is looking into way to back off on the project by project testing. The lab as backed off on the 2500 a little bit and are reevaluating where the risks lie.

**IV. SUBCOMMITTEE REPORTS**

- A. Roadway Subcommittee:** Did not meet
- B. Bridge Subcommittee:** Discussed accurate letting lists, testing frequencies, PDA frequencies (Is it worth it?), thermos, final acceptance, design changes with regard to joints and barrier rails, low volume bridges, grassing (fertilizer use and soil testing on temporary seeding) and whether the new specification book will possibly eliminate some submittals.
- C. Pre-Construction Subcommittee:** Did not meet
- D. Supplier Subcommittee:** Discussed aggregate, excess fines, SMA specification, rebar specification, adding supplier from North Carolina and Georgia to the QPL listing, RFID tags in samples, and labor shortages.
- E. Design Build Subcommittee:** Did not meet

**V. OTHER BUSINESS**

- A. Next Meeting May 9, 2018**

**VI. Adjourn**

## SCDOT/CAGC Joint Committee Attendees

January 10, 2018

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