



SCDOT/CAGC Road Subcommittee Meeting

August 21, 2013 Minutes

Attendees: See attached list

Todd Steagall opened meeting and had introductions.

OLD BUSINESS

GABC Specification – Comments

The draft specification refers to contractors having a certified inspector to pull check samples. Contractors have to have a certified inspector to take check samples or use a quarry certified inspector or a consultant.

Weather Discussion

SCDOT has allowed the increase from 800 to 1200 vehicles per hour for traffic control restrictions requiring night time work. They were hoping this would allow more daytime work on some of the existing projects. There has been approximately 21 inches above normal this summer and some contractors cannot start projects because the rain has delayed finishing existing projects. The construction office will provide some guidance to the districts on granting time extensions. SCDOT will look at weather impacts on a project by project basis.

Specification Revision Notification (status update)

Previously the group discussed placing a notice on the extranet to alert contractors of new specifications. Specification changes could be posted on the extranet where "bids as read" is posted. Changes are also posted on the road design web page. In the future, notifications may be sent out on twitter.

Low Shoulder Specification

A new specification was distributed at the last meeting and several contractors had comments. Still some concern for paying for signs on multiple roads. Also on the shoulder drop-off language, reword to say 12:1 slope required if a 6 foot earth shoulder is present. Still some concern on how this item will be paid, will it be station grading?

Resurfacing Contracts, Full Depth Patching, Traffic Loops

Contractors have been asked to full depth patch after the milling has been performed and this leads to several issues of under running of the full depth patch quantities and in a curb and gutter section, expose the contractor to possible safety issues of water standing against the curb and gutter. The contractors also suggested that the overall quality and rideability of the project is better if full depth patching was performed and then the milling. Another topic discussed was traffic loops and when should they be installed. If required to install after the milling process, this was impacting schedules and the traffic loop installation becomes the critical path. Contractors would like to see the loops be cut into the final surface. 6 inch patches should be 6.5 feet wide and 10 and 12 inch patches need to be full lane width for equipment access.

SCDOT consistency committee will review.

NEW BUSINESS

ADA Ramps

Detectable warning surfaces are included in the square yard price of ramps. Could warning surfaces be paid for by the square foot as done in the past or could the number of warning surfaces be identified for bidding purposes.

OTHER BUSINESS

Next Meeting: October 16, 2013

