

Road Subcommittee Meeting

February 21, 2008

Minutes

Attendees:

David Riley, Weaver Co., Inc.
Scott Cooper, Sanders Bros. Construction
Marty McKee, Thrift Development Corp.
Michael Crenshaw, King Asphalt, Inc.
Sally Paul, SPC, Inc.
Stacey Black, Satterfield Construction
David Fletcher, Rea Contracting, LLC
Scott Fant, Sloan Construction
Greg Ashmore, Ashmore Brothers, Inc.
Bill Bailey, Cherokee, Inc.
Charles Eleazer, SCDOT
Todd Steagall, SCDOT
Stephanie Jackson-Amell, SCDOT
Jamie Kendall, SCDOT
Andy Johnson, SCDOT
Steven Henderson, SCDOT
Robert Ryggs, SCDOT

The meeting was called to order by Marty McKee with introductions.

Old Business

3rd Chart for Rideability Specification

We want to close out this issue. There are a few concerns.

Greg Ashmore – on widening projects, there can be a lot of short sections to get binder on for traffic. If the Resident Engineer see this, can rideability be relaxed in these areas?

Charles Eleazer - DOT did relax this some. There are a few instances he is aware of that were due to the contractor changing staging. Paving needs to be coordinated with grading contractor regarding the staging and length of continuous pulls.

Greg – utility, right of way issues may cause a problem that is out of the control of the contractor.

Stephanie Jackson-Amell – One problem is there are not enough grades set and surveying to do asphalt properly. She likes to see grades before surface goes on in case more leveling is needed.

If the contractor does not get help from RCE, he should take to the district level. On full depth patching, if the contractor sees more is needed, bring to DOT's attention and document.

New Business

Project Closeout

Charles reported a lot of work is being done to expedite this process. If the contractors are provided with a checklist it will help. We will share this at the upcoming Engineering Conference. A draft copy of the checklist was provided.

As an update to how closeouts are progressing, there were 51 closeouts in January, 2008. In 2007 the average was 34 per month and historically that 18 or 19 per month. We are increasing the number of closeouts each month. The time has been cut by 230 days. DOT is trying to closeout any old projects that have been "lingering" around.

Sally Paul noted the CRM's seem to be the ones not closed out yet.

Charles replied these need to be moved to the top of the list.

Bi-Weekly Certified Payrolls

Is it Federal or State that wants this information weekly?

Charles Eleazer – it is a Federal regulation. He talked to FHWA and it would not be easy to change.

The contractor should ask the RCE if they can do this to match up with their payroll. In Site Manager you have to show weekly; certify that you have a payroll for each week.

New Lab Procedure Testing for Asphalt Contractors

Marty McKee stated this was discussed at the Joint Committee meeting in January. Is it possible for recommendations to be made? Do we need to review this?

Charles Eleazer – DOT considers this a mandate as it may affect Federal Funding.

Merrill Zwanka provided additional information on the items for improvement given to SCDOT. Four items were a direct violation of the code and have to be addressed. DOT was not verifying closely enough and not taking random verification samples. DOT should go to a project and take a sample from an asphalt truck, etc. and compare tests.

FHWA said if we want money we have to get something in place and the draft is a means to get this started.

Mobile labs are being purchased and will be parked in regional sheds and staffed by three people who report to materials lab.

Scott Fant – This does not leave a “window” if QC sample does not match other sample. How can you determine where the error occurred? How do we verify samples taken by the lab? DOT is the final word.

Merrill – referee sample is still in place. The verification is to move away from sampling. The intent is to get it to the lab for testing immediately without having to reheat. We will have to evolve into this. We don't have the first lab yet to start. When DOT does start it will probably be with interstate work first.

The plan is for five labs statewide and will be phased in as the labs are received and in place.

Scott Fant – calibration factor is also involved.

Marty – Is it possible to talk to someone with a list of concerns from contractors to review before everything is in place?

Merrill – we are working with Dave Herndon of SCAPA to get feedback on a short turn around time frame. It is a SCAPA issue and they will work with DOT.

The contractors agree to let SCAPA handle.

Bob Lee with FHWA is working with Tony Chapman on what is required.

We will have a Verification Manager and a manager at each location (lab). This person will be required to know how to sample asphalt property and another person will be handling the testing.

The time frame will be: sample → verification → contractor.

It should all be on the same day or next day at the latest. The contractor test is also to be sent immediately. This is to eliminate the number of people involved in the testing.

Mike Crenshaw asked why money would be held to the end since contractors are bonded?

Contract Engineer Conference

This will be held February 28, 2008 at Seawell's in Columbia.

Pipe Specifications

Marty discuss if select backfill material and filter fabric material can be bid items. It is hard to guess how much pipe will be required with select backfill. It would help with the uncertainty of backfill.

Charles – will have to check on this. The spec is being “tweaked”. Flowable fill will be a pay item in cross lines. Need to look at this and what will reduce the risk for both parties.

Other Business

Marty brought up the 70% coverage on grassing. What is the established area? Is it 70% of total project or square yard?

The 70% is from DHEC not DOT. DOT is trying to take a common sense approach. If it's not eroding, it should not hold up the project.

The next meeting will be April 17, 2008 at 10:00 a.m.