

MINUTES OF THE SCDOT/CAGC BRIDGE SUBCOMMITTEE
February 10, 2005

Present:

Ted Geddis, Sloan Construction Co. Eastern Bridge Div., Co-Chairman
Charles Matthews, SCDOT, Co-Chairman
Jim Triplett, United Contractors, Inc.
Howard Wooten, A.M. Tuck, Inc.
Richard Nickel, Carolina Bridge
Yassin Askar, SCDOT for Jim Coogler Bridge Design
David Glenn, SCDOT Dist 6 Const Engineer
Darryl Kennerly, SCDOT Dist 7 Const Engineer
Gerald E. Schroeder, FHWA
Ken Johnson, FHWA
Ben Smith, CRM West
Steve Page, CRM East
CAGC: Sammy Hendrix SC Highway Director

Absent:

Walter H. Deierlin, Republic Contracting Corp.
Sonny DuPre, Cape Romain Contractors, Inc.
John C. Wagner, E.S. Wagner Company, LLC.
Donald D. White, Saddlebrook Construction, Inc.

Excused:

George Ellis, Crowder Construction Company
Jim Coogler, SCDOT Bridge Design

Call to Order

Charles Matthews called the meeting to order at 2:10 pm. Introductions were made and a sign-up sheet was passed around for each attendee to sign. Ted Geddis, Sloan Construction, was introduced as the new Co-Chairman. Ted welcomed new sub-committee members and acknowledged increase participation in the sub-committee by SCDOT Districts. Sammy Hendrix reviewed SCDOT/CAGC Partnering meeting issues and announced establishment of two new sub-committees: Utility and Pre-construction. Charles Matthews reviewed new procedures to move issues/recommendations from the bridge sub-committee to the Joint SCDOT/CAGC Committee for decisions and announced that sub-committees would meet during months between the Joint Committee.

Old Business:

Last sub-committee meeting was spring 2004. Now that the Joint Committee will be meeting bimonthly, they will be passing more issues to the sub-committee for discussion and recommendations.

Polymer Slurry – SCDOT must be satisfied with end products. SCDOT will meet internally with FHWA and Geotechnical Section and prepare recommendations for next sub-committee meeting to determine if further action is necessary. This issue was tabled for next meeting.

NEW BUSINESS

- A. “Dura-base Composite Mat System”, a patented temporary staging and platform system by SOLOCO of Lafayette, LA was discussed as a possible alternative for member’s information.

“...DURA-BASE® provides a safe, cost-effective surface for year-round, all-weather performance. The 8’ x 14’ mats are made of high density poly-ethylene (HDPE) for a strong, durable, uniform surface that can be used for any industry that requires access in special environments, the stabilization of heavy equipment or simple ground protection...”

See the following web page for additional information: www.solocolc.com/durabase.php

- B. Standards for flat slab superstructures. Some construction plans are not following SCDOT flat slab standards. Designs that vary spans/cap dimensions from SCDOT standards create problems and increases forming costs. It was noted that hydrology issues sometimes require increased span lengths. After much discussion, it was recommended *that the SCDOT establish standards for 22’, 30’ and 40’ flat slab superstructures that includes clear span distances between caps and require all designs (in-house and consultant designs) to stay within standards for smaller structures.* The sub-committee agreed to present this recommendation to the Joint committee for decision.
- C. Scheduling per new specs, what is required, when, to what extent. Steve Page reviewed general requirements of SCDOT’s scheduling specification and informed the sub-committee that templates would be developed in the near future for contracts => \$5m and <\$5m. These templates will provide additional guidance on activity level of detail, relationships between pay items, activities and costs curves, etc. Sub-committee members were invited to submit suggestions, especially for smaller contracts.
- D. Payment for under drain pipe, perforated & non-perforated, aggregate paid for by ton. Examples of plan details were discussed where unit price bid for 4” perforated pipe under drain included cost of pipe, installation, aggregate, filter sock and end protection (as directed by the RCE). Since stone is more expensive, it would be better to make pipe incidental to the stone for cost purposes. After much discussion, it was recommended *that SCDOT consider changing the pay item to pay for special backfill by the ton and allow price of pipe and other costs be incidental.* It was also suggested *that SCDOT consider standard pipe under drain end treatments so erosion issues could be addressed during design rather than construction.* The sub-committee agreed to present this recommendation to the Joint committee for decision.

- E. Payment for CSL tubes and rebar in caissons. Currently CSL tubes are included with cost of caissons. It was recommended that the costs of CSL tubes be included with the CSL preparation costs because tubes are required in each shaft. The sub-committee agreed to present this recommendation to the Joint committee for decision. The issue of paying for unused portions of tied rebar cages was discussed and it was agreed that SCDOT would address on a case-by-case basis when shaft lengths were significantly reduced by field conditions.
- F. Public Notification of Bridge Closures/Detours (SCDOT Policy). The sub-committee discussed the requirement for notifications 30 days prior to closures. After much discussion, it was agreed to recommend three alternatives to the Joint Committee:
1. Change internal DOT policy to allow DEA to sign initial letter and cc SCDOT HQ. This would allow the 30 day notification to be sent without delay.
 2. Change Standard Specification concerning time allowed for NTP to be a maximum of 45 days from Pre-construction meeting instead of maximum of 45 days from the Award.. This would allow SCDOT-Contractor to identify utility issues and still meet 30-day notification window.
 3. Change policy to allow earlier notification (after contract award) of expected closure/detour within a specific month. This would allow the construction timeframe to be adjusted to a certain degree without submitting another letter. This would be followed by a press release that provided the exact date of closure and/or detour.
- G. Change Mobilization pay items. After much discussion, it was agreed to recommend that SCDOT consider a fixed mobilization item, such as 5% of bid price to be paid out as currently specified or increased from two months to three months.

Other Business

Gerry Schroeder was thanked for his faithful service on the committee. The sub-committee wishes him the best on his retirement to Wisconsin.

Next Meeting Date / Location

The next meeting will be held on Thursday April 14, 2005 at SCDOT room 306 at 1:00 pm for contractors and 2:00 pm for full committee.