



CAGC/SCDOT Joint Committee Meeting

March 13, 2024

10:00 a.m. Contractors

11:00 a.m. Joint Meeting

SCDOT Room 306 – HQ Columbia

AGENDA

I. CALL TO ORDER

Introductions

See Attached

Justin Powell stated the department has a big ask before the general assembly this year of \$200 million for bridge funding. The House did third reading of the budget which included the bridge funding ask this week. He also expressed his appreciation for the AGC for sitting down with him last week. Next week there is an event for Secretary Hall's retirement.

Rob Perry wanted to thank everyone for all the support he has been provided as Acting Deputy Secretary of Engineering.

Secretary Hall stepped in to thank the AGC for all their support and efforts over the years.

II. OLD BUSINESS

Division 100 Update

The Department has received a new round of AGC comments on Division 100 and is conducting internal reviews with Construction and Legal. FHWA has largely completed reviews of other specification sections, with generally positive feedback, positioning the full specification book for potential completion later in the year. Finalization remains dependent on resolving Division 100 and completing significant post-approval production steps.

III. NEW BUSINESS

A. Safety Topic

A nontraditional safety presentation emphasized mental health concerns within the construction industry. Data discussed showed suicide rates far exceed on-site fatalities, driven by cultural norms, stressors, and substance-use trends. The Committee raised awareness of the need for expanded behavioral health focus as part of the industry's safety culture.

B. Potential pay item for Maintenance of Traffic on larger projects to capture risk

Industry and DOT expressed mutual interest in developing a pay item for Maintenance of Traffic (MOT)-related risk, especially on larger or interstate projects. Development will begin after completion of the new specifications book, with a special provision anticipated before integration into future editions.

C. **Pilot Program RE: Blue Light Trailer**

North Carolina's blue-light radar trailer program was discussed as a possible model to reduce speeding and improve work-zone safety. DOT and Highway Patrol updated the group on new software to improve scheduling and payment for off-duty law enforcement officers on projects, aiming to improve staffing reliability and reduce administrative burdens.

D. **Blue Lights in Work Zones, General Discussion, Interstate Projects**

See previous item.

E. **Feedback from DBE Subcommittee Meeting**

A follow-up discussion continued regarding DBE challenges, goal-setting methodology, capacity concerns, and potential reforms. DOT emphasized the need to meet federal agency-wide goals and is reviewing contractor recommendations. Parties agreed that more dialogue and early communication could reduce project-level issues, though several proposed process changes may require long-term regulatory adjustments.

Contractors expressed concern that CPM scheduling has become a dual-schedule compliance exercise rather than a functional project-management tool. DOT invited the industry to submit focused recommendations for improving the specification, with internal review underway. Both sides expressed interest in reforming the process to ensure schedules are accurate, useful, and aligned across teams.

New federal actions regarding review of the manufactured products-waiver raise concern due to the wide variety of components affected. DOT expects significant industry input to be necessary. Contractors were urged to contact all suppliers immediately to confirm Buy America compliance, as uncertainty may affect future project eligibility and bidding.

F. **Asphalt and CMRB Backlog Update**

Asphalt backlog remains within normal ranges, with 4.6M tons under contract and continued upward trends. CMRB production reached nearly 160 units last year—strong recovery following earlier shortages. Upcoming years already have substantial volume under contract, maintaining stability in resurfacing and reconstruction programs. Some CMRB alternatives developed during the cement shortage have proven impractical and will require further evaluation or removal.

V. **ADJOURN**

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Initial	Name	Company	Email
MAH	Mark Anthony	SCDOT	anthonymh@scdot.org
	Mark Ashmore	Ashmore Brothers	mark@ashmorebros.com
	Ken Atkinson	Palmetto Corp.	katkinson@palmettocorp.net
	Lee Barrack	Reeves Construction	lbarrack@reevescc.com
	Chris Boyd John Tuschak	Crowder Construction Co.	cboyd@crowderusa.com
JB	John Boylston	SCDOT	Boylstonjd@scdot.org
	Benji Branham	SCDOT	branhamwb@scdot.org
JB	Jeff Brown	SCDOT	brownrj@scdot.org
JMB	John Burns	SCDOT	burnsjm@scdot.org
DB	Daniel Burton	SCDOT	burtond@scdot.org
	Paul Capps	Superior Construction	pcapps@superiorconstruction.com
TC	Troy Carter	Lane Construction	tmcarter@laneconstruct.com
	Leslie Clark	CAGC	LClark@carolinasagc.org
	Ryan Cole	SCDOT	colera@scdot.org
	James Cooper	SCDOT	cooperjm@scdot.org
	Chris Davis	Sanders Brothers	chris@sandersbrothers.com
GD	Greg Davis	SCDOT	davisgg@scdot.org
	John Davis	UIG	john.davis@uig.net
LD	Lyle Davis	SCDOT	davislw@scdot.org
	Robert Dickinson	SCDOT	dickinsorc@scdot.org
	Chris Dicks	SCDOT	dickscw@scdot.org
RSD	Scott Dominguez	Rogers Group	scott.dominquez@rogersgroupinc.com
	Jordan Doolittle	Lane Construction	jmdoolittle@laneconstruct.com
AD	Andy Douglas	Archer Western	adouglas@walshgroup.com
	Travis Driggers	SCDOT	driggerstw@scdot.org
	Kenny Eargle	SCDOT	earglekb@scdot.org
JE	Jeff Elliott	SCDOT	elliottjo@scdot.org
	George Ellis	Crowder Construction Co.	gellis@crowderusa.com
	Danny Eudy	Zachry	danny.eudy@zachrycorpo.com
BE	Brent Evans	Banks Construction Company	brentevans@banksconstruction.com
	Jim Ewart	UIG	jim.exwart@uig.net
	Scott Fant	Sloan Construction Co.	fants@sloancc.net
	Jason Ferrell	Eurovia/Blythe Construction	danny.ferrell@eurovia.us
	David Fletcher	KCI Technologies	hd Fletcher50@gmail.com
DJF	Derek Frick	SCDOT	frickdj@scdot.org
JF	Jason Fulmer	SCDOT	fulmerjs@scdot.org
	Tom Gaines	SCDOT	gainestm@scdot.org
	Michael Gantt	UIG	michael.gantt@uig.net

SCDOT/CAGC Joint Committee Attendees

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Initial	Name	Company	Email
	Chris Gaskins	SCDOT	gaskinscj@scdot.org
	Blake Gilfillan	SCDOT	gilfillajb@scdot.org
	Christy Hall	SCDOT	hallca@scdot.org
	Lindy Hallman	UIG	lindy.hallman@uig.net
MTH	Mike Hannah	SCDOT	hannahmt@scdot.org
	Benjy Hardee	A. O. Hardee	benjyhardee@aohardee-son.com
	Brian Heape	SCDOT	heapebw@scdot.org
	Tim Henderson	SCDOT	hendersotr@scdot.org
	Adam Holcomb	Dane Construction, Inc.	adam@daneconstruction.com
MAH	Michael Humphries	SCDOT	humphriesma@scdot.org
	Steve Ikerd	FHWA	stephen.ikerd@dot.gov
REI	Robbie Isgett	SCDOT	isgettre@scdot.org
	Teresa Jackson	SCDOT	jacksont@scdot.org
	David Johnson	SCDOT	johnsondav@scdot.org
AHJ	Wei Johnson	SCDOT	johnsonwh@scdot.org
	John Jordan	Cherokee, Inc.	jjordan@cherokee-sc.com
	Joe Laws	SCDOT	lawsjd@scdot.org
AL	Andrew Leaphart	SCDOT	leaphartat@scdot.org
	Kristin Levy	Palmetto Corp.	klevy@palmettocorp.com
	Gary Linn	SCDOT	linngs@scdot.org
	Joshua Makison	SCDOT	Makisonsjf@scdot.org
	Doug McClure	SCDOT	mcclurede@scdot.org
	Richard McElrath	Rogers Group, Inc.	richard.mcelrath@rogersgroupinc.com
	Marty Mckee	King Asphalt	Mmckee@thriftdev.com
PM	Patrick McKenzie	SCDOT	mckenziepk@scdot.org
	Kevin McLaughlin	SCDOT	mclaughlkr@scdot.org
	Tom Meador	Lane Construction	tcmeader@laneconstruction.com
	Sarah Miller	Lane Construction	samiller@laneconstruct.com
MM	Melanie Mobley	SCDOT	mobleymf@scdot.org
	Dave Moyer	Archer Western	dmoyar@walshgroup.com
	Brett Murray	Eurovia	brett.murray@eurovia.nus
TM	Travis Patrick	SCDOT	patricktm@scdot.org
	Sally Paul	SPC, Inc.	swpal@bellsouth.net
	John Payne	Rogers Group	John.Payne@Rogersgroupinc.com
BP	Rob Perry	SCDOT	perryre@scdot.org
JP	Justin Powell	SCDOT	powelljp@scdot.org
	Josh Quattlebaum	SCDOT	quattlebb@scdot.org
	Todd Quigg	Sloan Construction Co.	tquigg@reevescc.com
	David Rankin	Lane Construction	djrankin@laneconstruction.com
CWR	Clay Richter	SCDOT	Richtercw@scdot.org
	Robert Richter	SCDOT	richterru@scdot.org

SCDOT/CAGC Joint Committee Attendees

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Initial	Name	Company	Email
	David Rogers	SCDOT	rogersdl@scdot.org
	Ashleigh Sandel	SCDOT	sandelag@scdot.org
	Casey Schwager	King Asphalt	casey@kingasphaltinc.com
	Ron Shaw	Lee Const. Co. of the Carolinas	rpshaw@leecarolinas.com
<i>MS</i>	Matthew Shealy	SCDOT	shealymj@scdot.org
<i>TS</i>	Temple Short	SCDOT	shorttk@scdot.org
	Dave Simpson	Carolina AGC	dsimpson@carolinasags.com
	Brian Stumph	UIG	brian.stumph@uig.net
	Jeff Terry	SCDOT	terryjs@scdot.org
<i>YTB</i>	Allen Thompson	SCDOT	thompsonja@scdot.org
<i>JS</i>	Jim Triplett	UIG	jet@uig.net
	Kevin Turner	SCDOT	turnermk@scdot.org
	Jonathan Tyndall	SCDOT	tyndalljd@scdot.org
	Merritt Vann	SCDOT	vannma@scdot.org
<i>BS</i>	Benji Vinson	C. R. Jackson	bvuinson@crjackson.com
<i>NW</i>	Nick Waites	SCDOT	waitesnt@scdot.org
	Bruce Wells	SCDOT	wellsbs@scdot.org
	Barbara Wessinger	SCDOT	wessingebm@scdot.org
<i>GW</i>	Grady Wicker	Eagle Construction Co, Inc.	gwicker@eagleconstruction.com
	Joe Winfield	SCDOT	winfieldje@scdot.org
	Shaquaisha Woods	SCDOT	woodssd@scdot.org
	Randall Young	SCDOT	youngrl@scdot.org
<i>ay</i>	Jeremy Yuhas	SCDOT	yuhasjd@scdot.org
<i>WZ</i>	Merrill Zwanka	SCDOT	zwankame@scdot.org

CF Carolyn Fisher SCDOT FisherCF@scdot.org

SDM Stephen Mothena SCDOT mothenas@scdot.org

GT Rett Triplett UIG rett.triplett@uig.net

DS DUNCAN SMITH SCDOT SMITHD@SCDOT.ORG

JPE Paul Edwards Reeves pedwards@reevescc.com

AA Allen Hutto SCDOT huttoja@scdot.org