

Road Subcommittee Meeting

April 16, 2009

Minutes

Attendees:

Marty McKee, Thrift Development Corp.
Sally Paul, SPC, Inc.
Chris Davis, Sanders Bros.
Greg Ashmore, Ashmore Bros.
Zachary Michael, King Asphalt, Inc.
Doug Truluck, Sloan Construction Co.
Stacy Black, Satterfield Construction CO.
Todd Steagall, SCDOT
Charles Eleazer, SCDOT
Jamie Kendall, SCDOT
Jim Feda, SCDOT
Robert Morgan, SCDOT
Stephanie Jackson-Amell, SCDOT
Sean Connolly, SCDOT
Kevin Paxton, SCDOT

The meeting was called to order by Charles Eleazer with introductions.

Old Business

Update on Borrow Pit Set Up

Charles Eleazer reported the new item which has been discussed at previous meetings will be in the June letting. Stephanie Amell expressed there could be some issues with this and Charles indicated we will review again if this arises.

Update on Seeding Specification

Charles reported DOT is still working on the verbiage. Jamie Kendall has a draft ready and it could be in the August letting. On small projects the schedules and terminology are being redefined. There will be one pay item for resurfacing and will clarify watering.

Sally Paul asked if nutrients for permanent grassing is the contractors responsibility to which Jamie Kendall replied yes.

Discussion followed on how to measure water used on the project. Options are knowing how much your tanks hold, a chart and measuring stick and looking into the cost of a meter. Sally Paul will look into these options and present a proposal for measurement of water.

A handout was provided of dates for upcoming training on the seeding spec. Contractors are invited to attend. Contact Todd Steagall at 803-737-1308 if you would like to attend.

Update on FDP/Milling Survey

This was a survey of contractors doing full depth patching which came out of a Joint Committee Meeting. Mary McKee has given this information to Danny Shealy.

Stephanie Amell discussed a project where FDP quantities under ran a lot. This is the first time she has seen a situation where it was so much under the estimate. They do go out and measure if there is time. The Maintenance office has a person who puts it together. The District Construction office doesn't see anything before this point.

Marty reviewed the reason for the survey was a discussion came up where a contractor asked if the areas for patching can be pre-marked so they can get a better competitive bid put together. Greg Ashmore noted it will help the contractor and DOT. The contractor is getting hurt on the bid because quantities are wrong.

Stephanie added when they send people to measure and mark they do not see anything again until the project is let.

Charles - DOT often does not have time when the Commission tells us to get projects let with a very short deadline. To meet their deadline all the pre-work cannot be done.

Greg – On roadways where there are multiple inspectors with one crew, could some of these people do pre work instead? We ride the roads, but if it isn't marked, even though we see areas that need it, we can't patch those areas.

Jim Feda expressed concern because the cracking areas need to be patched also.

Stephanie noted milling will take care of the surface cracks when it is done. We can ride with the contractor if they see these type areas.

Marty McKee – There is an question of 175 degree temperature and when it applies. Is it for paving and not patching? Is it a field judgment call? Districts need clarification.

Greg Ashmore – The 175 temperature rule is a paving rule and he agrees on that. In patching if you install in proper lifts, it takes too much time to get the temperature out. There is a lot of wasted time with the 175 rule. It is not in the spec for bidding and should not be enforced.

Todd Steagall agreed the intent is for paving.

Kevin Paxton noted that while Greg Ashmore does patching properly that is not always done by other contractors. Some contractors do it too quickly and the patch fails due to high asphalt temperature and then has to be redone.

Greg noted that what is under the patching is why it can fail. The temperature or one hour rule does not fix the problem. The inspector should know what a properly rolled patch is.

Chris Davis noted SCAPA is working on this now and should have something to present by the end of April.

Recommendation: SCAPA will have something to QIC concerning the 175 degree temperature and the one hour wait.

Charles will talk to Milt Fletcher is to see if they can get something out to cover the interim.

Marty McKee – on some resurfacing with widening a clarification of maximum depth of thickness is needed. Todd stated a spec is coming out soon and will send out to the districts.

File Format for Electronic Earthwork Files

This was presented at the last meeting. Four formats will be needed. DOT needs a letter on how this will help. Will ask the Joint Committee to submit.

New Business

Stimulus Update

Charles provided a handout on what is being considered. Congressional Districts 1 and 5 are not approved yet, but a meeting today should cover those. There is \$130M for MOP/COG.

The stimulus projects will be awarded quicker. The prices for the letting this week look good. There will be more resurfacing in the second letting in May. The larger bridge projects will be in the normal letting (second Tuesday of the month). Jamie added the web site is up to date. There are three interstate projects in June.

It was asked if DOT could change the letting time to 11:00 a.m. rather than 10:00 a.m. as contractors are having trouble getting bids from the sub contractors before the morning of the letting. Charles Eleazer replied this is not likely.

Standard Spec for Full Depth Reclamation

There seems to be different interpretations in the Districts. We need uniformity statewide and DOT agrees.

Stephanie has not seen any problem if it is kept wet and no heavy traffic.

Chris Davis is milling the reclamation surface and that helps with the ride requirements.

The recommendation from the committee is that the contractor picks. Charles says the DCE meeting is next week and they will discuss.

Stephanie reported on a reclamation issue on an Anderson project on the cross slope. The contractor says putting a slope is not in the contract.

Greg Ashmore – Reclamations are not bid to create the needed drainage. This is not in the spec. Need to add material to road at center to create the slope for drainage.

Jim agreed it is much easier to do what Greg describes and not get into moving ditches, etc. Need to add additional stone, hold edges and build up the center.

Greg added milling also helps on price because you get material back.

Time Restrictions in Bid Documents

The issue is if DOT can say night or day work rather than ADT. List the roads that are night work in the plans. Stephanie says a memo from Tony Chapman says it is a directive. Would need approval from Tony to change.

Districts required maintenance stone at mailboxes

We have discussed this over the past two years. It is in the minutes that it should be paved around the mailbox but District 2 handles differently. Jim Feda will talk to them about this change.

Self Reporting Erosion Violations

This was discussed at the Clemson Conference. Sean Connolly provided an explanation of this area of environmental commitments with DOT.

An example is an area is cleared that should not have been (was to be preserved) and how we police and handle these type situations.

Erosion control is an issue and is covered now in the weekly inspections. Any environmental commitment should be discussed at the pre-con meeting. A check list can be developed on how to carry out the commitment, what areas to stay out of, where to plant, etc. DOT will have a team to monitor this. We need a base line and be sure everyone is on the same page.

The Army Corp of Engineers is working with us in lieu of fines if we have a path forward. If a contractor has an issue/problem, contact DOT first and we will determine what should be done next. The Army Corp liaison cannot take action against DOT, but they can elevate to the next level. It is mandated that the Army Corp work with DOT.

If you self police and present a plan, then it should be a situation which results in lieu of fines.

DHEC is another situation and is not always as "black and white" as working with the Army Corp.

Charles Eleazer stated Sean is a great asset in this area and if you have a problem, contact him at 803-737-1398. He can work with you to determine what is best for a sensitive situation. If you are unsure how sensitive something might be, Sean can evaluate. The permit usually indicates this.

Marty McKee asked about Type B pay item for aggregate filter at the silt fence. A pay item is needed for maintenance of the stone when you have to clean it out and replace. Stephanie suggests an item for cleaning inlet filters. Charles will look into this.

Estimate Availability to Subcontractor

Marty asked if the RCE can provide monthly estimates. Charles stated they can be given out and would prefer that information is provided by the prime contractor. The contract prices are on the estimates.

Stephanie shared there was a case where this information was asked for by someone who was not a sub involved with the project. Also quantities have been asked for.

Other Business

Marty brought up a question on time stopping before pre-punch list is complete. If the work is finished and the RCE issues a pre-punch list, does time stop before the pre-punch list is completed? Stephanie shared this is not what the black book says. Charles stated if all the contract items are completed, a pre-punch list would be treated as a final punch list and the project would be considered 'substantially complete' – time would stop on the project. This will be mentioned at the DCE meeting.

Jamie Kendall – New updates are now in the book of Standard Drawings. These are updates as of the May letting. You can go on line and print or purchase the full book.

The next meeting date is scheduled during the CAGC Highway Heavy Division meeting. A date for the June meeting will be determined and send out to committee members