



**CAROLINAS AGC / SCDOT
JOINT COOPERATIVE COMMITTEE
March 9, 2022
11:00 a.m. Room 306, SCDOT
A G E N D A**

I. CALL TO ORDER

A. Introductions

See attached

II. Old Business

A. Cement Shortages

The contractors are experiencing shortages in both cement and steel. They are trying to determine if it a production issue or delivery issues. The contractors are finding that it is a little of both. The contractors are wanting to talk about indexing on the cement in particular. They are not only seeing cement and steel shortages but they are also beginning to see thermos and PVC issues.

Leland Colvin stated that there are actually two issues, shortage and escalation. SCDOT has met with the RCP folks, Guardrail and Fencing subs, and the thermo subs.

On RCP, they are having wire mesh issues but are able to work it out through their different plants or using heavier size. Only one vendor has notified SCDOT that it is out of American Steel that we know of. The vendors ask for nothing from SCDOT. They just wanted to make SCDOT aware.

On guardrail and fencing, they are struggling more with cost escalation than shortages. They are asking how to deal with the prices and can SCDOT do some cost escalations retroactively. For now, we are not looking in the rearview mirror but we will look at stockpiling. One vendor in North Carolina was having an issue with white rust. Our lab has stated it is not an issue here. SCDOT looked at projects where the subcontractors could come through the primes and request that any future quantities on the contract be deleted and package into a districtwide contract. At this point, only a handful of contracts have had quantities or scopes reduced. Each request was evaluated and primarily upgrades were the items deleted. Hazards that needed to be protected were not deleted. SCDOT sent guidance out to our districts that stipulated and encouraged stockpile use, addressed the white rust issue, and addressed the reuse of steel posts for guardrail.

On thermo, their issues were lead time and costs of raw materials. Most of the subcontractors asked that thermos no be deleted from the contracts. Stockpile was

discussed. The contractors were asked if there were any contracts they wanted thermos deleted from. SCDOT is meeting with them again next week to discuss the issues further.

One of the suggestions from Contractors was indexing twice a month. Leland let them know that SCDOT would look into it. It was suggested to move this discussion to the subcommittees.

B. Steel Shortages

See item A in Old Business

C. Escalation Changes other states?

Our top people are in contact with their counterparts in different state, especially the southeastern states regarding how they are handling cost escalations retroactively. Georgia suspended their gas tax yesterday. They are considering indexing fuel and asphalt. They are also considering steel escalation but they are not getting any ARPA funds for infrastructure. Right now they have no plans looking in the rearview mirror. North Carolina has fuel and asphalt indexing today. They have done some analysis on cost increases. No plans at this time to look into the rearview mirror unless the legislature steps in and finds a way to offset the additional costs. They are looking at a potential steel indexing program.

III. New Business

A. Safety Topic

National Work Zone Safety Awareness week is April 11-15. SCDOT gets posters from a National Work Zone Safety information clearing house and display them in every organizational unit throughout the agency. The public relations department will send out messages each day on social media. SCDOT is encouraging reposting and resending of those messages.

Working around power lines with equipment. OSHA regulations 29CFR1926 1407-1442 covers this. Twenty feet is the number you want to remember. That is the distance to stay away from a 50,000 volt or less power line. That number increases up to fifty feet as the voltage increases.

B. Payment for Fine Grading Beneath Temporary Pavement

The contractors want to know if this can be a pay item. Robbie suggested beginning it up in the Road Subcommittee for discuss.

C. Payment for Asphalt Removal for Temporary Pavement

See item B in New Business

There are some issues with railroad flagger shortages. There have been instances where a railroad flagger is on one job and has to leave to go to another. Because of this some instances of having to stop work due to a lack of flagger have occurred.

The contractors also mentioned slow returns on submittals of plans.

D. Influx of Funding - Game Plan and when will it hit?

Infrastructure bill passed November 2021 which means more money for SCDOT. Our ARPA funding is going up approximately \$200-\$300 million per year. This will require new state match. The goal is to get another \$100 million in recurring money coming into SCDOT for that match. The House Ways and Means committee put in \$120 million recurring money. That is making its way through the state legislature now. If passed, these funds would be coming in July and would be worked into the 10-year plan.

The state has almost \$5 billion in various streams and funds available. The funding DOT would receive from this should be in around September. One of those was discussed some earlier and it called the American Rescue Plan money. This is the cost escalation piece. Approximately \$453 million has been approved to go primarily to I-26 widening.

The second piece is the Savannah River Site Settlement. The senate has put in \$131 million for CTCs and a little bit for the Whiskey Road project.

The last piece is the General Fund Surplus. This is approximately \$2 billion available. The house proposal included two big things: \$250 million for CTC and \$176 million for One Time Interstate.

Just to clarify – SCDOT will not be accelerating the whole program. Most of the acceleration will be on the I-26 and I-95 projects.

IV. Adjourn

SCDOT/CAGC Joint Committee Attendees

March 9, 2022

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