



SCDOT/CAGC Road Subcommittee Meeting

May 8, 2013 Minutes

Attendees: See attached list

Charles Eleazer opened meeting and had introductions.

OLD BUSINESS

GABC Specification – Pay reductions

SCDOT and the Mining Association proposed a revised specification (see attached) which was handed out at the meeting. Contractors are to provide comments back to Todd Steagall by May 30th.

Non Committed DBE Reporting and QTL

There will not be a QTL, Qualified Truckers List, and SCDOT is going to provide a spreadsheet which the contractors will use to submit a list of truckers at the pre-con. The contractors will submit the list of truckers they intend to use on the project. Subcontracts will only be required on the truckers submitted on the DBE committal sheet. If a trucker is not listed on the spreadsheet, they can be approved at a later date if the contractor needs to replace or add additional truckers.

Permanent Construction Signs on Resurfacing Projects.

Clem Watson is forming a task group to address inconsistencies and this will be one of the items that will be addressed by the committee. Guidelines will be issued on when portable signs can be used on resurfacing projects. Something along the lines of average daily traffic and short duration projects.

CMRB Specification – Adjustments

When single treatment is being used for the curing process, this is included in the price per square yard of CMRB and no adjustment will be made for the bituminous material. If single treatment for a riding surface is a separate pay item, then the adjustment will be applied.

Specification Revision Notification

Contractors would like to see a notification or alert posted when there are changes in the standard drawings or specifications. Brian Parnell suggested that the Extranet be used for sharing this information. SCDOT will explore this possibility and see if this can be accomplished where the bids as read are posted.

Low Shoulder Specification

A new specification was distributed at the last meeting and several contractors had comments. They were reviewed and Charles asked that all the comments be submitted to Danny Shealy and he would combine and submit to Todd. Comments are due to Danny and he will assemble and forward to Todd and Charles. (Copy of Specification Attached)

NEW BUSINESS

Resurfacing Contracts, Full Depth Patching, Traffic Loops

Contractors have been asked to full depth patch after the milling has been performed and this lends to several issues of under running of the full depth patch quantities and in a curb and gutter section, expose the contractor to possible safety issues of water standing against the curb and gutter. The contractors also suggested that the overall quality and rideability of the project is better if full depth patching was performed and then the milling. Another topic discussed was traffic loops and when should they be installed. If required to install after the milling process, this was impacting schedules and the traffic loop installation becomes the critical path. Contractors would like to see the loops be cut into the final surface. SCDOT will discuss this item internally and it will be revisited at the June meeting.

Asphalt Deductions

In some cases, the asphalt remaining in the hoppers of the paver at the end of the day is being deducted from the quantities installed for the day. One of the best practices of paving is not to dump the wings or hoppers during the paving process. At the end of the day, this mix is cold and should not be placed, therefore it was agreed that this should not be a deduction at the end of the day. Also there was some discussion on when to pay for a load or partial load of asphalt. SCDOT will provide some guidelines on how to handle partial loads used at the end of the day.

OTHER BUSINESS

At one of the district SCAPA meetings, it was requested that cones be omitted on a two lane two way flagging operation for paving if a pilot vehicle was used. Everyone at the meeting agreed that since the standard drawing requires cones, then they should be used for safety purposes. No action required.

Next Meeting: June 19, 2013

May 8th AGC

Danny Shealy	- CAGC
Casey Schwager	- Sloan Construction
CHRIS DAVIS	- Sanders Bros.
JOHN BLANDING	PALMETTO CORP.
Marty McKee	- THWIFT Development Corp
Sally Pappalardo	SPC Inc
Meg Ashmore	ASHMORE BROS
Chad Curran	Lane Construction
JENNIS Gardner	SCDOT - D3
Mark Anthony	SCDOT - Preconstruction Support
Brian Pasnell	SCDOT - Construction
Charles Eleazer	SCDOT
TIM HENDERSON	SCDOT D6
C Jason Johnston	SCDOT - D4

Graded Aggregate Base

1. Each 24'x1000' (or equivalent area if width varies from 24') section of base will be considered a lot for acceptance and payment purposes. When the base is ready for sampling (after mixing, shaping and correction of any visibly segregated areas, but prior to initial compaction), the contractor will notify the South Carolina Department of Transportation (SCDOT) certified earthwork and base inspector. The SCDOT inspector will use SC-T-100 to determine 3 random sampling locations along the length of that lot. Only the longitudinal coordinate of the sample will be determined by SC-T-100 since the sample will be taken from three places across the roadway as described below. The first sampling location determined will be considered the job control sample for that lot. The remaining 2 samples will be the check samples for that lot.
2. The contractor will supply a certified earthwork and base technician to obtain samples according to SC-T-1 at the locations determined by the SCDOT inspector. The SCDOT inspector shall observe the contractor's technician taking all samples. The samples will be obtained by taking 3 portions for the full depth of the layer, one from near the centerline and one approximately 2 feet from either edge and mixed together to comprise one sample. Care should be taken to avoid sampling from edges or joints where segregation can occur. The SCDOT technician will take possession of all samples immediately upon completion of sampling.
3. Compaction of the graded aggregate base material shall not be initiated until all required sampling for that lot is completed. Samples obtained after compaction has been initiated will be considered invalid for job control or check sample purposes. Once the material has been initially sampled, no changes to the composition of the material will be considered in determining specification compliance of the gradation of the material and the contractor may proceed with compaction at the risk of the gradation testing resulting in a removal and replacement outcome.
4. Within 3 business days of the date of sampling, the job control samples will be submitted to the Office of Materials and Research (OMR) for testing. The check samples will be stored by the Resident Construction Engineer (RCE) until the job control sample testing has been completed. If the job control sample does not comply with applicable specifications, the check samples for that lot will be submitted to the OMR for testing. If the job control sample does comply with applicable specifications, the check samples for that lot may be discarded.
5. If the job control sample complies with the specifications, payment for that lot of graded aggregate base will be 100% of the contract unit price per square yard. If the job control sample does not comply with the specifications, the check samples will be tested. If both check samples for that lot comply with the specifications, payment for that lot will be 100% of the contract unit price per square yard. If one or both check samples do not comply with the specifications, then the total absolute deviation from the specifications for all sieve sizes of the job control and the check samples will be determined. A price reduction for the contract unit price per square yard

will be applied to the unit price for that lot based on the total absolute deviation from the specifications according to the following chart:

Price Reduction for Total Absolute Deviation from Specifications	
Combined Range from Specifications	Reduction in Unit Price per Square Yard
2-9	5%
10-21	10%
22-36	25%
37-51	50%
52+	Remove and Replace

For example:

Sieve	Job Control Sample	Check Sample 1	Check Sample 2
2 inch	100	100	100
1 ½ inch	99	98	98
1 inch	95	91	94
½ inch	74	72	72
No. 4	57	56	55
No. 30	35 (X+5)	35 (X+5)	32 (X+2)
NO. 200	8	8	8

The total deviation from specifications for this set of samples is 12 (5+5+2). This example would result in a 10% price reduction for that 2,666.7 square yard lot.