

Road Subcommittee Meeting

June 19, 2008

Minutes

Attendees:

Marty McKee, Thrift Development Corp.
Wendy Thompson, Sloan Construction Co.
Greg Ashmore, Ashmore Brothers
Chris Davis, Sanders Brothers
David Riley, Weaver Co., Inc.
David Fletcher, Rea Contracting LLC
Sally Paul, SPC Inc.
Michael Crenshaw, King Asphalt, Inc.
Todd Steagall, SCDOT
Stephanie Jackson-Amell, SCDOT
Kevin Dubose, SCDOT
Jamie Kendall, SCDOT
Leland Colvin, SCDOT
Charles Eleazer, SCDOT
Danny Shealy, SCDOT

The meeting was called to order by Marty McKee.

Old Business

Update on Pipe Specification

The compaction regulations have changed. The first test is at the first 50 feet of installation where a "compaction pattern" will be established. This pattern will be followed to the spring line of the pipe for the remainder of the installation. If the compaction test at the pipe spring line does not pass, then dig to the previous layer and test. If the previous layer passes, continue compacting spring line lift until it passes. If the previous layer fails, remove and start over. If the spring line compaction test passes, continue placing backfill. This will begin with August 2008 letting.

Also, SCDOT will identify locations requiring additional foundation work for the pipe and backfill. SCDOT will provide a standard detail and pay items for this work.

Danny gave an update on the pipe spec classes. They will be July 17 and 30, from 9:00 – 12:00 in the auditorium at SCDOT. Call Mary Stepro at 737-1308 to register.

Marty McKee asked if there are any changes on using plastic pipe. Danny stated this should not be a problem if using backfill that meets the spec and has the pipe manufacturer's approval. It was also noted that limestone and/or macadam may be used as structural backfill without "wrapping".

DOT will notify on the plans if extra width for the foundation is required. Locations will be identified in the plans and will be a pay item by linear foot based on size of pipe. These are the major change in the spec for contractors. This will probably be in the August letting.

New Business

Inconsistencies of the use of indexes by Residents

Chris Davis – In District 6 some residents are using different dates each month for adjustments, some using two adjustments.

Charles Eleazer – It is supposed to be the 17th of the month for District 6. We will send a memo to the districts to clarify this.

Marty McKee asked if there is any update on indexes for grassing. Charles answered a research project has been proposed to address this and the RDEC committee will be meeting in July to approve projects. Indexes on numerous items may result from this research.

Bonds and Insurance

Marty McKee reported the Joint Committee asked the Road subcommittee to review reasons for the large variations in the Lump Sum bid items of "Mobilization", "Traffic Control", and "Clearing and Grubbing". SCDOT is considering using a bid item such as "Bonds and Insurance" to eliminate several of the variables.

What is SCDOT is looking at: engineering cost, estimating the item, and front end loading – bids are being rejected for this.

A big variable for grading is dirt work. Dirt sometimes has to be purchased from a borrow pit, which can have substantial up front costs to secure and clear the pit.

There have been some inconsistencies in shoulder widening. Charles stated this should be per shoulder mile for quantities.

Marty McKee – Traffic Control bid item - will be hard to get a uniform price due to the substantial variations on each project such as night work, number of lane closures will vary by contractor, and amount of traffic control devices actually owned varies by contractor.

Clearing and grubbing – If a per acre price it will vary due to borrow pit price, number of trucks hauling, etc.

Greg Ashmore – Are there specifics that are in mobilization that can be broken down.

Charles Eleazer – This will help DOT get a handle on this.

Danny – 50% for mobilization now paid on first two estimates if it doesn't exceed the amounts as listed in the Standard Specifications. SCDOT may look at raising the percentage of the contract allowed for "Mobilization".

DOT – maybe a line item for contingencies. Estimate would be good on everything else. Is there a general rule of thumb on percentage of cost of bonds? No, contractors will have different rates.

Marty McKee– need a list of variables and will bring to the next meeting.

Sally Paul– would contingencies be defined? What is in it? What would it pay?

Danny Shealy– What you put in it. Then traffic control and mobilization would go down.

Greg Ashmore– Traffic control will vary with contractor based on their equipment status, what has to be replaced, etc. Hard to be accurate on this.

Committee agreed to bring in a list of variables to be discussed at the next meeting.

Approach Slab

A handout drawing from the Bridge Subcommittee was provided detailing a proposed approach slab. With new rideability specs is this a problem?

Greg Ashmore— cleaner if stair step per material construction. Get a better joint.

Charles Eleazer – the Bridge committee is looking for a way to minimize the crack at the approach slab. Trying on a few jobs. The slope area is the point of concern.

Greg Ashmore – Let bridge design be same as road typical section design; then all are working the same material thickness and built better.

Charles Eleazer – Will talk with Charles Matthews about these concerns. The Bridge subcommittee is meeting today.

Rideability Spec

Wendy Thompson – IRI is more sensitive. Why can't you average left and right wheel path if variance is greater than 20% as it could be caused by utility tie-ins, etc.

Charles Eleazer – Talked to Milt and they are revisiting and considering going with an average and will probably make some changes.

Greg Ashmore – We have a project coming up that has some high numbers and no money to do leveling to get to that number. Better to not start until we can work it out because if we do the ride will fail. Letters have been written, but no response.

Charles Eleazer – If RCE knows you made improvements to the roads rideability and used good techniques, they have waived penalties in past and try to be lenient on ride specification requirements.

Contractors noted cases where they have achieved better than 150% improvement and still fail.

Charles Eleazer – On driveway issue, is there anything we can do differently to avoid the bump at the tie-in with the mainline?

Greg Ashmore – milling contract can help. Driveways sometimes have too much control on the road.

Railroad Right of Way issues

Marty McKee – On some work, CSX has stopped SCDOT contractors work due to equipment being on railroad right-of-way without a railroad flagman or permission.

Danny – We have a meeting in July with CSX to find out what they require. They will tell DOT what they want. DOT and AGC will look at how to address. For right now, stay off the railroad right of way.

Other Business

Update on labs

Two labs will be operating in August. The first test will be I-95 Dillon / Florence, the second will be I-95 Clarendon and the third I-85 Spartanburg. The first two will probably be on a maintenance yard near the project and the third at the district lab.

Danny is hoping to fill 15 slots for these labs with federal money.

Closeouts

DOT has cleared out a lot and cut the average by half. The goal is 270 days and we are at 350 days now.

The next meeting is August 21, 2008.

The meeting was adjourned.

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