



**CAGC/SCDOT Joint Committee Meeting**

**March 8, 2023, 11:00 a.m.**

**SCDOT – Park Street**

**Agenda**

**I. Call to Order**

**A. Introductions**

See attached

**II. Old Business**

**A. Escalation Plan – Phase II**

DOC has met with Leland Colvin and presented the phase II plans to him. A letter will be sent out hopefully next week. The process will be just like it was in phase I.

**B. Cross Slope Verification Specification – Spec Change Update**

Met with SCAPA. There are some projects on the street for interstate preservation, getting rid of OGFC, incorporating SMA that SCDOT wanted to get cross slope specifications out for. SCDOT got a green light from SCAPA two weeks ago with a few more comments last week. DOC's office will be getting with the RCE's to submit a change order request to the contractors of the effected projects to be able to incorporate the new addition to the cross-slope specification. Right now, the cross-slope specification for any non-mill and fill project is the same. Once these projects are taken care of, the specification will be updated.

**C. CMRB Projects/Cement Shortage - Protocols in addressed with RCE's**

The contractors are having issues with consistency on cement for projects. The amount that has been put down over the last 10 years has peaked at 150,000 tons. SCDOT is looking to grow that to about 200,000-225,000 tons. The CMRB projects for January and March were removed from the letting. The lab has been working through those projects and the projects that were recently let. It is believed that about 25% will be adjusted to a patch and pave scenario. SCDOT is looking at taking a pause next year and only putting about 35,000 tons back out on the street to allow the industry time to catch up. Most of the contractors are maxed out for the 2023 season.

**D. Other material shortages (steel)**

The contractors had been having issues with getting steel. However, that looks like it is working itself out. Pipe is having a longer lead time and aggregate is starting to have some supply issues.

### III. New Business

#### A. **DBE availability - concerns due to increase in SCDOT and Fed Funding projects**

The contractors have a concern about the availability of DBE firms to fill requirements. Greg Davis spoke on this issue. Every three years, Federal Highways requires that DBE office do a tri-annual goal setting process. This process is designed to see which DBE firms are ready, willing, and able as opposed to the general firms bidding on projects. This is about a nine- to twelve-month process. The process requires at least one meeting with industry, resource providers, and community leaders for input on goal setting. Instead of just one, the DBE office decided to have three (North Charleston, Columbia, and Spartanburg) to get a good mix of responses. Of the 360 prime contractors invited, only five contractors were present at the meetings, but they represented the industry effectively. Their comments were recorded and will be sent to Washington with the goal recommendations. Along with getting comments, the DBE office looks at past data to help in setting this goal.

Over the last several years, the average goal established on individual projects was 9.5%. The annual goal for the state is 12% and once all calculations were in, we hit about 14.7% on race neutral and race conscious goals. Design build goal was approximately 7.5% with the final total hitting 12.7%. As of this morning, there are 914 DBE firms certified. These are not all getting work, but they have gone through the process.

Contractors asked about overages and how they are handled. Greg Davis stated that anything above the race conscious goal is applied to the race neutral side. All of it is counted toward the annual state goal but cannot be banked for later use by a contractor.

#### B. **Variable Milling pay item**

The contractors have some concerns about variable milling being considered incidental on some projects. If milling is directed by SCDOT, it is paid for. If it is for the convenience of the contractor and chosen by the contractor, it is not paid for.

#### C. **Looming fast dry paint and thermoplastic shortages of subcontractors**

The contractors are stating they are starting to have some issues with closing projects due to a thermoplastic subcontractor shortage. They are asking if it is possible to set the thermoplastics up as a separate project. SCDOT is having issues with how this would work consistently.

#### D. **Permanent Construction Signs and Liability**

This is being addressed by the road subcommittee. The road subcommittee discussed temporary construction signs versus permanent construction signs. The road needs to be in better condition after the contractor leaves than it was when they

started. Legal is working on a process for damage claims for construction projects. This will be a continuing discussion. A working group would be a good thing to set up to come up with ideas on how to work all of this out including handling damage claims, liability issues, etc.

**E. Preconstruction Meetings – To facilitate more attendance at the preconstruction meetings, consider a virtual attendance option if available**

This was discussed at the DCE meeting. This is not an issue. However, if there is a lot of conversation, this might be an issue for someone that has a part in that meeting. Leland said that virtual should not be replacing a face-to-face meeting. If the virtual was an add on, that might not be an issue. However, Leland also stated that the prime contractor and SCDOT should be there in person regardless.

**F. SCDOT Safety Office Traffic Control Inspections**

The Safety office will be making visits to the field to see traffic control installations going on. SCDOT is getting some concerns that it is not being done well. The Safety office is not replacing any inspectors. They are only there to see if there is anything lacking in traffic control installations.

**G. FHWA CAP Results – FHWA 1273 physical incorporation in subcontracts**

Form 1273 is signed stating that the 15 or so pages of the federal language is included in each subcontract. However, the FHWA review found that we are at about 50% on that. Clay asked that the contractors make sure to include all subcontracts with those pages on federal projects. He also asked that contractors also make sure to use the most up-to-date forms.

**IV. Subcommittee Reports**

**A. Road Subcommittee - Discussed previously**

**B. Bridge Subcommittee - Discussed the bridge lettings, the general lack to bridge replacement projects coming, material procurement issues, and railroad coordination.**

**C. Alternative Delivery Subcommittee – Did not meet**

**D. Supplier Subcommittee - Discussed fine aggregates, Buy America, and type 1L cement.**

**V. Build With the Best Presentation**

**A. Present Award to Leland Colvin**

The Carolinas AGC presented the Build with the Best award to Leland Colvin in appreciation for all the support and such he has provided for the industry during his tenure. Secretary Hall thanked the AGC/SCDOT Joint Committee members for their continued support and hard work. She also thanked Leland for everything he had done to keep things moving forward.

## SCDOT/CAGC Joint Committee Attendees

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