

Minutes

Suppliers Subcommittee Meeting

Office of Materials and Research Conference room

November 22, 2011

Attendees:

Milt Fletcher	SCDOT –OMR	fletchermo@scdot.org	(803) 737-6681
Scott Fant	Sloan Constr. Co.	fants@sloancc.net	(864) 416-0207
Melissa Campbell	SCDOT-OMR	campbellml@scdot.org	(803) 737-1195
Jason Thompson	SCDOT-Distr 5	thompsonjd@scdot.org	(843) 661-4710
Chris Rossiter	Peek Pavm't Mkg.	crossiter@peeksafety.com	(803) 217-0222
Merrill Zwanka	SCDOT-OMR	zwankame@scdot.org	(803) 737-6694
Danny Shealy	CAGC	shealydr@netscape.com	(803) 422-6824
Aly Hussein	SCDOT-OMR	husseinaa@scdot.org	(803) 737-6687
Matt Jolliff	Hanson Aggr.	matt.jolliff@hanson.com	(864) 968-1310
Cliff Selkinghaus	SCDOT-OMR	selkinghauscb@scdot.org	(803) 737-6700
Chris Broderick	CMC	chris.broderick@cmc.com	

Milt and Scott opened meeting with introductions.

OLD BUSINESS:

Mechanical Couplers and Ultimate butt weld splices:

A draft supplemental specification was distributed to the group and it has been sent to the design support group for review. This supplemental specification will eliminate the use of control bars and replaced by measuring the strain during testing. Action: Attached is the draft specification for review and comments are to be emailed to Mellissa Campbell at campbellml@scdot.org

NEW BUSINESS

Thermoplastic vs Epoxy Markings

There is a concern about some of the applications that epoxy markings are being applied especially in rumble strips. Once the epoxy has been applied in rumble strips, it is virtually impossible to remove. And with the SCDOT and the manufacturer's recommendation requiring 80% removable before any other application can be applied, this is going to create a problem in the future. Also the bidding of Permanent Pavement Markings will not be an equivalent comparison in the future due to the fact that thermoplastic can be applied over thermo and it will not require any removal whereas if epoxy has been applied previously, the markings will have to be removed before any other markings can be applied. But in both cases the contractor is required to bid a quantity for removal. Action: Office of Materials and Research will contact Traffic Engineering and discuss this issue. Possibly set up bid alternates with different removal quantities depending on whether the existing markings are thermo or epoxy.

Diameter tolerances on reinforcing hoops (welded hoops and spiral)

There have been some questions in the field operation where column reinforcing steel is being tied for columns and then being rejected due to the positioning as it is tied. There needs to be some clarification or definition from the SCDOT design group on tolerances. Chris Broderick will provide information and it will be discussed at the next bridge subcommittee meeting. Action: Chris will provide information and place on the agenda for the next bridge subcommittee meeting.

Aggregate Suppliers

Fines generated from the crushing process at the quarries are still an issue with large stockpiles being generated.

#57 and #67 stones being supplied to SCDOT are having a failing rate of approximately 9% which is getting very close to having penalties assessed. The handling of the material multiple times could be causing the problem and the material needs to be remixed on site before the material is sampled. Action: This is being referred to the aggregate QIC committee.

Next Meeting: May 22, 2012 at the Office of Materials and Research on Shop Road.