



SCDOT/CAGC Road Subcommittee Meeting

February 28, 2013 Minutes

Attendees: See attached list

Casey opened meeting and had introductions.

OLD BUSINESS

Concrete Mix Design Duplicates - Update

Mix designs for SCDOT projects to be plant specific in lieu of job specific to cut down on paper work and sampling requirements. The Bridge subcommittee is researching this item.

Holiday Traffic Restrictions - Update

The new specification addresses the July 4th, Christmas and Easter traffic control restrictions. This should be discussed at the pre-construction meeting and all agree to the time restrictions and which roads it would apply.

NEW BUSINESS

GABC Specification – Pay reductions

The old memorandum is outdated that is being used and it is not being applied uniformly across the state. The Mining Association has also requested that this be reviewed and it is being referred to the Supplier Subcommittee for investigation and recommendation.

Withholding of Estimates for Non-committed DBE Reports

Some of the SCDOT offices are withholding payment of estimates for DBE quarterly reports for firms not listed on the DBE committal sheet. Contractors are submitting these reports to help SCDOT capture the race neutral participation and don't feel it is appropriate to withhold payment for these reports. SCDOT agreed that estimates should not be held for these quarterly reports. FHWA review of the DBE process revealed that the quarterly reports were not matching the subcontractor agreements on file. This is especially an issue with the Truckers used on projects. Contractors suggested a truckers approval list be developed and as long as the trucker was on the list, the contractor could use them on a project. A smaller group was appointed to review this process and come up with a recommendation. The group consists of Todd, Casey, Chris and Greg.

Joint Filler Specification

A new specification was handed out (attached), and will become effective April 1, 2013. The cost will likely increase due to the cost of the new material. The approved products will be listed on the Qualified Products List (QPL) 81.

Permanent Construction Signs on Resurfacing Projects.

On small streets or roads that can be paved within one shift, use temporary construction signs in lieu of placing permanent construction signs. What roads could this be applicable? Some criteria will have to be established such as road type, traffic volume, length, speed limit, and etc. Todd will get with Traffic Engineering division and discuss this possibility and come up with some criteria.

CMRB Specification – Adjustments

When single treatment is being used for the curing process, this is included in the price per square yard of CMRB. Contractors are having a hard time bidding this item because the bituminous suppliers will not lock in a price at the time of letting. Contractors are requesting the SCDOT to consider price adjustments to cover the fluctuating price of the liquid asphalt. Todd will consider and investigate the possibility of including a price adjustment.

Non – DBE Trucker Approval

This was discussed and included with the discussion of Withholding of Estimates for Non-DBE Committed Reports.

Low Shoulder Specification

A new specification was distributed and should be reviewed by the committee and the contractors to submit recommendations to Danny or Casey and they will combine comments and submit to Todd. Copy of specification attached.

OTHER BUSINESS

Alternate Pipe Information on Plans

A sample set of plans containing the alternate pipe tables, charts and information will be forwarded to the subcommittee for review. SCDOT would like to get input on the usefulness and clarity of this information and how could it be improved or made more useful for the contractors.

Engineer's Conference March 26, 27

There will be a breakout session on inconsistency. The panel will consist of three contractors and three district construction engineers to answer questions about items that are handled inconsistently across the state. Some of the questions may be related to: Rideability, patch depths, mix type selections, buildup calculations, strip map notes, paperwork (hot/cold weather pouring plans), conflict resolution etc.

Next Meeting: April 17, 2013

April 1, 2013

**Concrete Structures –
Preformed Joint Filler**

Delete Subsection 702.2.2.1 of the Standard Specifications in its entirety and replace it with the following:

702.2.2.1 Preformed Joint Filler

Use preformed joint material that meets AASHTO M 153 or AASHTO M 213 with the following exceptions:

1. Use only materials manufactured from rubber.
2. Use materials that require a load of not less than 340 kPa or greater than 5200 kPa to compress to 50% of its thickness when tested in accordance with AASHTO T 42.
3. Use materials that have a recovery of at least 70% when tested in accordance with AASHTO T 42.

Use preformed joint material that is listed on QPL 81.

Provide a manufacturer's certification that states that the material conforms to SCDOT specifications.

APPROVED: 2/13/2013
Division Administrator
By: [Signature] 2/13/2013
FEDERAL HIGHWAY ADMINISTRATION

107.13 Amending Shoulder Conditions Resultant of Roadway Resurfacing Work and Similar Types of Work on Primary and Secondary Roadways

1 These specifications address the maintenance requirements for earth shoulders adjacent to the edge of pavement on Primary and Secondary roadways relative to typical roadway resurfacing work, various roadway work operations that result in a new roadway surface, work that may alter the grade elevation of the edge of pavement or any similar type work that may disturb the earth shoulder. The edge of pavement may occur at the edge of a travel lane or a paved shoulder area.

2 Inspect and evaluate the conditions of the earth shoulders prior to, during and upon completion of all types of work previously specified. Utilize these evaluations to determine the necessity and type of corrective actions that may be required and implemented.

3 Ensure the presence of acceptable conditions between the surface of the edge of pavement and the surface of the earth shoulder adjacent to the edge of pavement immediately prior to, during and upon completion of the work on each road. Maintain an acceptable temporary condition, as defined in **Section 107.13.4**, during performance of the work. Provide an acceptable final cross-section profile of the earth shoulder, as defined in **Section 107.13.5**, adjacent to the edge of pavement upon completion of the work on each road.

107.13.1 Identifying Pre-Existing Low Shoulders Before the Commencement of the Work

1 An acceptable earth shoulder profile adjacent to the edge of pavement of the road immediately prior to beginning the work should have a grade elevation difference between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement that will not generate a grade elevation difference greater than an acceptable temporary condition of 3 inches as defined in **Section 107.13.4** during performance of the work. A shoulder profile with a grade elevation difference that will generate a temporary grade elevation difference greater than 3 inches between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement during performance of the work is considered low and in need of corrective action. When this condition exists prior to beginning the work, these areas will be referred to as pre-existing low shoulders.

2 Before the placement of the permanent construction signs and before beginning the work, the Contractor will inspect the roads within the project to identify pre-existing low shoulders. On each roadway, the Contractor shall complete the corrective shoulder work to eliminate the pre-existing low

shoulder prior to beginning the work that will alter the grade elevation of the edge of pavement of the road.

107.13.2 Correction of Pre-Existing Low Shoulders Before the Commencement of the Work

1 The Contractor is responsible for correcting pre-existing low shoulders by bringing in and spreading borrow material where placement of borrow material is considered an acceptable corrective action unless an alternative corrective action is deemed necessary and agreed upon by the Contractor and the RCE. The Contractor shall complete all work to correct pre-existing low shoulders prior to starting the work. Payment for the corrective actions implemented by utilization of borrow material will be at the contract unit bid price for Borrow Excavation in accordance with the requirements of **Section 203**. Alternative corrective actions and/or any corrective actions without a unit bid price item included in the contract should be implemented and payment made for through issuance of a Change Order in accordance with **Section 101.3.10**.

2 The RCE will inspect the correction of pre-existing low shoulders. If additional corrective action is determined necessary, the RCE will direct, in writing, additional corrective actions before the Contractor can begin the work.

107.13.3 Installation and Maintenance of Low Shoulder Signs

1 Prior to beginning any work that will alter the grade elevation of the edge of pavement of the road, the Contractor shall install Low Shoulder signs (W8-9) mounted on temporary sign supports on roadways where the temporary grade elevation difference between the surface of the edge of pavement and the surface of the earth shoulder adjacent to the edge of pavement is anticipated to exceed 2 inches but remain less than or equal to 3 inches. When installing Low Shoulder signs, install the Low Shoulder signs in each direction, throughout the length of the road intended for resurfacing at intervals not to exceed 1 mile with the initial sign encountered by motorists installed at a location no further than 150 feet beyond the beginning of the project limits of the road subject to the work.. Install Low Shoulder signs, in each direction, no further than 150 feet beyond intersections with side roads.

2 Maintain all Low Shoulder signs within the termini of the project until the shoulder conditions have been dressed and contoured to an acceptable final cross-slope profile as defined in **Section 107.13.5** and to the satisfaction of the RCE upon completion of the work on each road.

3 Payment for this work will be at the contract unit bid price for Permanent Construction Signs in accordance with the requirements of **Section 605.5**. Measure the quantity of Low Shoulder signs installed and mounted on

temporary sign supports by the square foot (SF) using the outside dimensions of the sign, complete and accepted, during the time of work that requires the greatest number of sign installations on any single road of the contract. Measurement will not include simultaneous installations on multiple roads. No deduction is made for the corner radii of the sign.

107.13.4 Maintenance of Temporary Shoulder Conditions During the Implementation of the Work

1 During implementation of the work, a grade elevation difference of 3 inches or less between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement is considered an acceptable temporary condition. The temporary grade elevation difference of 3 inches is an exception to Section 601.4.4 and those subsections thereof and considered acceptable during roadway resurfacing work and similar types of work on primary and secondary roadways only unless otherwise directed by the Department. —The temporary grade elevation difference of 3 inches between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement may not exceed 3 inches. The acceptable temporary grade elevation difference of 3 inches or less may remain in place until the final corrective shoulder work is implemented as defined in **Section 107.13.5**. A grade elevation difference greater than 3 inches shall require corrective action by the Contractor. Upon discovery of a grade elevation difference greater than 3 inches, the RCE shall provide notification to the Contractor within 24 hours of the discovery. The notification shall include identification of the location(s) in need of corrective actions. The Contractor should install "Shoulder Drop Off" signs (W8-17-48) mounted on temporary sign supports in advance of these locations and maintain these temporary sign installations in place until the condition is corrected. The Contractor shall complete the corrective action of the identified location(s) within 72 hours of receipt of notification of discovery of the condition from the RCE.

107.13.5 Installation of the Final Shoulder Profile Upon Completion of the Work on Each Road

1 Within 3 days of completion of the application of the final riding surface to a road during typical roadway resurfacing work, various roadway work operations that result in a new roadway surface, work that may alter the grade elevation of the edge of pavement or any similar type work that may disturb the earth shoulder, begin the corrective action to eliminate the temporary shoulder conditions created by the performance of the work to that road. Make reasonable efforts, weather permitting, to continue the work until the temporary shoulder conditions are eliminated to the satisfaction of the RCE. The corrective action for elimination of the temporary shoulder conditions shall include, but not be limited to, placing borrow material against

the edge of pavement as directed by the RCE to achieve a "flush" or "near flush" condition. The final grade elevation of the earth shoulder immediately adjacent to the edge of pavement shall provide a grade elevation difference not greater than 1 inch between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement. The surface of the earth shoulder immediately adjacent to the edge of pavement shall not exceed the grade elevation of the surface of the edge of pavement.

2 Where feasible as determined by the RCE, ensure the final cross-section profile of the earth shoulder adjacent to the edge of pavement exhibits a slope no steeper than 12 : 1 in accordance with the *SCDOT Highway Design Manual*, latest edition. A 12 : 1 slope may not be attainable in all areas due to insufficient shoulder width and the proximity of an adjacent ditch or fill slope. In those areas with insufficient width, dress the final cross-section profile of the earth shoulder as near to the preferred 12 : 1 slope as practical as determined by the RCE.

3 Notify the RCE within 3 days of completing the corrective action for elimination of the temporary shoulder conditions for each road. The RCE will inspect the prescribed work within 3 working days of receipt of such notification. If additional corrective action is determined necessary, the RCE will direct, in writing, additional corrective actions.

Shoulder Drop Off and Low Shoulder signs shall be removed within 7 days of completion of corrective work.