



SCDOT/CAGC Bridge Subcommittee Meeting

February 8, 2012 Minutes

Attendees: See attached list

David Rister opened meeting and had introductions.

OLD BUSINESS

Contractor Status

The contractor status chart was distributed to everyone and discussed. CPM schedules need to be kept up to date to reflect accurate completion dates and projected payouts. This can also be found on the SCDOT website with the Joint committee minutes.

NEW BUSINESS

CSX RR Coordination Contact Point – Shelby Stevenson

Shelby Stevenson is with the Engineering Division out of Florida. Public projects are any project that involves public funding such as state and federal funds. In South Carolina he has about 100 projects. CSX uses consultants to review plans but any variances have to be approved by him. Schedules for reviews take approximately 30 days unless additional information is requested and then it may take longer. Easements and temporary easements for bridges etc. are handled through the CSX Property Services. Right of Entry is handled by CSX Engineering. Flagging operations are handled through the CSX Division offices locally. There are 30 to 40 Roadmasters and Assistants in SC. Contractors and DOT needs to build a relationship with these folks. Mr. Stevenson will provide a list of Roadmasters and their phone numbers. Sherri Devereaux will also be able to assist in RR agreements. Her number is (803) 737-2026.

Elastomeric Bearing Pads

NCDOT had a problem with a manufacturer of elastomeric bearing pads in which the bearing pads did not meet specifications and was removed from their qualified products list. The manufacturer, **Delgato's Bearings**, was shut down and all the bearing pads that had been supplied to NCDOT projects had to be removed and replaced. This was brought to SCDOT's attention so they could check and verify if any of these bearing pads were supplied to SCDOT projects and if there are any problems with the pads if any had been installed in SC. This information will be forwarded to the Office of Materials and Research to investigate. Office of Materials and Research and the Quality Management Team have been notified.

Welded Reinforcing Hoops

The specifications refer to the CRSI manual for tolerances in hoop diameters but it only addresses spiral hoops and circle hoops with tied laps and does not address welded hoop tolerances. With welded hoops, there is no way to adjust the diameter as there is with the spiral and circle hoops. This causes some problems when the rebar cages are tied and welded hoops of varying diameter are installed next to each other with all the differences ending up on top of the cage. It was suggested that a note or detail be shown on the bending plan to show tolerances for the welded hoops. Also it is more difficult to bend any bars larger than #6 in some of the smaller diameter reinforcing cages.

Action: SCDOT will review with the designers and suggest a tolerance on the bending plans and suggest a maximum bar size depending on the reinforcing cage diameter. Fabricator recommendations were tolerances of -0, +3/4 inch and 4 foot minimum diameter #7 hoops.

Tentative Letting List

The tentative letting list is now on the SCDOT website showing letting through November 2012.

OTHER BUSINESS

Concrete Plant Specific Mixes

The Bridge office has reviewed and it does not seem to be a global issue for bridge contractors. Contractors need to plan ahead and get several plants approved ahead of time in case one particular plant breaks down and they have to shift to another plant to supply the concrete mix. Changes to the current approval process would require significant revisions to the sampling and testing schedules.

Next Meeting: April 18, 2012