

Bridge Subcommittee Meeting
October 15, 2009
Minutes

Attendees:

Ted Geddis, Sloan Construction Eastern Bridge
Don White, Saddlebrook Const. Inc.
Chad Curran, E. S. Wagner
Wayne Whiting, United Contractors, Inc.
Walter Deierlein, Republic Contracting Corp.
Charles Matthews, SCDOT
Barry Bowers, SCDOT
Douglas McClure, SCDOT

The meeting was called to order by Charles Matthews with introductions.

Old Business

Bridge Deck Rideability – Deck Length Factor

Ted Geddis noted that one bridge has passed the test.

Charles Matthews shared some information he received from Andy Johnson:

Thirteen feet on each end is not tested by the machine due to limitations of the equipment. The shortest bridge recommended to test is 100 to 125 feet. The present specifications require a test when the daily traffic is over 1,000 vehicles per day regardless of the bridge length. It was agreed by the committee to study those criteria to formulate possible changes to the present specification. However, some type of straight edge would still be required to measure bridges not tested. Andy Johnson has talked to those who are performing the test. Contractors are having a hard time locating bumps found by the machine. DOT personnel have offered to help with the location of the bumps. The DOT stated that the contractors were using hand machines to work on bumps in the wheel path creating a groove type effect in the deck. This practice needed to stop.

Wayne Whiting – we use hand grinds a lot and go out 1 ½ feet on each side. This appeared to be standard practice for most contractors.

It was brought up that settlement at the approach fills creates an impression with the public that the bridge has a bad ride. It was agreed by all that it will be hard to eliminate completely as the road work approach can settle over time and the bridge is permanent. But we still need to look at how we can make improvement

in order to stop the public from thinking the ride on the bridge is the problem. The contractors stated that if everyone has to grind, then Bridge Design needs to design the concrete cover depth above the rebar to allow for grinding in order to eliminate the possibility of a thin deck.

The following items need to be considered in designing bridges using the profilograph: the curvature and slope of a bridge, where the bridge is located such as near schools, speed limits, neighborhoods and bridges located at intersections.

Charles stated we should keep evaluating the spread sheet (questionnaire) to study the causes of failures for another six months.

CPM Scheduling Requirements for Small Projects

A template for small projects is being developed by the SCDOT for the contractors to use.

New Business

Improve Effectiveness/Efficiency of Submittal Process

It was pointed out that District 3 is using SharePoint for tracking submittals and other required paperwork such as schedules, etc. Anything that can be done electronically will speed up the process. With SharePoint the contractor or SCDOT can input updates on the project, thereby allowing for more effective communication. The contractors would like more Standards in the plans/specifications to eliminate many submittals. Then they would have to only submit if their procedures varied from the Standards. The contractors stated that they currently just copy and paste items from the previous submittals to use as their submittal on new projects. Therefore, why not just use Standards rather than dealing with submittals that are the same. Charles Matthews agrees we need to standardize where possible.

Charles stated that Mike Koon is starting the process to get prequalified welding procedures in the Standards that would allow the contractors to only submit welding procedures if they varied from the Standards in the plans or on the DOT web site.

Submittal List and Pre-construction Check List

Ted Geddis provided a generic submittal/check list handout. Both contractors and DOT can use the list as a guide in monthly meetings to set goals on sending and receiving submittals.

Charles noted all items are not needed at the pre-construction conference (Pre-Con). We should note which ones are needed at the Pre-Con and which ones are needed during the project. The contractors agreed to mark up the list and send to Ted Geddis to share with the Roadway subcommittee and Charles Eleazer to finalize. It was also stated that any items left out of the list should be added.

Bulletin Boards

A handout was provided to contractors to provide more information as to how to better prepare their job bulletin board to meet specified requirements.

Notice of Preliminary Delinquency

Ted Geddis shared contractors concerns that the bonding agent is receiving the notice of preliminary delinquency at the same time the contractor receives his notice. Danny Shealy stated at the Joint Committee meeting that if there is no response by the contractor within 15 days of the first notice that a copy of the notice of delinquency will be sent to the bonding company.

Barrier Parapet Rebar Welding suggestions

Ted Geddis stated that he had not received any suggestions relating to alternative methods of attaching the guardrail inserts to the rebar prior to slipforming the barrier rail. It is important for contractors to send in their suggestions for welding the rebar for the parapet guardrail inserts and other usages. Keep in mind that rebar welding is not authorized in DOT work unless authorized in writing by the DOT or shown in the plans.

Other Business

It was stated that the contractors are having difficulty stripping forms on flat slab bridges where the cap has been widened due to drilled shafts or larger diameter piling. It was stated that the item will be placed on the next meeting agenda. The contractors should submit suggestions on possible solutions to Ted Geddis for submittal to Charles before the next meeting. Ted Geddis will send a sketch of the problem to all committee members.

The next regularly scheduled meeting is December 17. The committee may handle some of these items by e-mail to keep the action items open and will determine if the committee will meet December 17.

The meeting was adjourned.