



**SC Bridge Subcommittee Meeting  
August 18, 2010  
Minutes**

Attendees:

Ted Geddis, HRI Bridge Co.  
Sonny Dupre, Cape Romain  
Don White, Saddlebrook Construction, Inc.  
Ron Shaw, Lee Const. Co. of the Carolinas  
Walter Deierlein, Republic Contracting  
Richard Nickel, Carolina Bridge  
Charles Matthews, SCDOT  
David Glenn, SCDOT, District 6  
Barry Bowers, SCDOT  
Doug McClure, SCDOT  
Brian Heape, SCDOT  
David Rister, SCDOT  
Ken Johnson, FHWA  
Leslie Hope, Carolinas AGC

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

Leslie Hope with Carolinas AGC was introduced. Leslie is now working with the Highway Contractors and SCDOT. She looks forward to working with everyone for a seamless transition.

Ron Shaw attended today for Mark Foster who is being deployed to Afghanistan. Ron is the incoming Highway Division Chair on the CAGC Board of Directors.

**Old Business**

**Site Excavation (existing bid item) in fast track projects**

Charles Matthews provided a handout of some typical fast track projects. The bid item is lump sum in these projects and has been an issue on some recent projects. Contractors claim they did not put enough money to buy the extra borrow dirt needed to raise the road grade to match the bridge profile as determined by the RCE. SCDOT does not see a problem with the plans if the contractor reads the notes and visits the site, etc. Page 96, 203.211 of the 2007 standard spec book gives instruction on how site excavation will be paid.

Any comments from contractors? Do we need to improve?

Richard Nickel – can SCDOT do the calculation?

Barry Bowers – SCDOT does not get a survey on fast track projects.

Richard Nickel – even with no survey it seems it could be determined and put on plans. If SCDOT does not know, how can the contractor know?

It was Charles' recollection when this item was first developed years ago that contractors wanted a LS price to avoid having quantities measured. Charles asked the contractors to give their comments to Ted Geddis as to how to improve the plans to prevent misunderstanding.

Charles Matthews – once the comments are received by Ted then we will send this to the Joint Committee in September and recommend the Roadway subcommittee discuss at their next meeting.

#### Update on Mini Workshop – Alternates to Flat Slabs

Barry Bowers reported there was lot of good input. Five contractors attended. We will pursue investigating precast beams as replacements for flat slab. There are some issues to work around.

#### **New Business**

##### Bar Support Detail

Attachments and photos of recent projects using rebar support were sent with the agenda. An error was found in the 2007 Spec Book. Plastic rebar supports are to be used statewide. There is a note on the plans that overrides the spec book.

Ted Geddis provided actual examples. Discussion followed on using plastic. Some contractors stated that it will not always hold up the weight of workers. It crushes. Some of the types of rebar supports being used are not adhering to the specs as noted in the plans.

SCDOT does not want to use the plastic support rail that Ted provided.

Charles asked the contractors to tell SCDOT what works and what doesn't. Ted Geddis will arrange a meeting with Chris Broderick (CMC Rebar supplier) and Charles Matthews before the next bridge meeting to discuss the chair issue.

### Styrofoam added to the SIP “valleys”

Charles Matthews reported that contractors are not allowed to use Styrofoam in SIP forms without permission. The SCDOT is starting to see some Styrofoam in the valleys. This is not allowed unless specs require it or if a contractor makes a written request to use the Styrofoam.

The DOT is concerned that there could be potential for water entrapment resulting in freeze damage to the SIP form.

Ron Shaw added that he did not see a cost saving in using Styrofoam.

### Other Business

Walt Deierlein discussed fiberglass deck drains on cored slab constructed bridges – fiberglass has to be tapered on the outside. Fiberglass is much more expensive and hard to work with than PVC pipe. Why did we change from PVC - for long term durability and UV protection? Fiberglass is hard to get, hard to install and keep straight.

Ted – CAGC members provide bullets on PVC versus fiberglass to be discussed at the next meeting.

Walt also asked about thermo on striping for fast track projects and problems meeting time requirements and need for thermo when normal paint is used at either end of the project.

Charles Matthews stated this is a road item. Ron Shaw suggests to just match what is already there.

Ted Geddis noted that in North Carolina they are starting to require barrier and hand rails when working as the barrier alone is not high enough to protect workers. A barrier is not an approved hand rail. Ken Johnson added OSHA says if 6 feet above the ground, fall protection is required.

Ted Geddis reported on the steel girder/stud issue. SC has decided to allow studs to be factory installed as has been done in the past. He thanked Charles Matthews and Mark Foster for their help with the SC OSHA to get this issue resolved.

The next meeting is October 22, 2010.

The meeting was adjourned.