

Bridge Subcommittee Meeting
Minutes
April 15, 2009

Attendees:

Richard Nickel, Carolina Bridge
Sonny DuPre, Cape Romain
Mark Foster, Lee Carolinas
Howard Wooten, A. M. Tuck, Inc.
Ken Johnson, FHWA
Brian Heape, SCDOT, District 7
David Glenn, SCDOT
Barry Bowers, SCDOT
Charles Matthews, SCDOT
Bill Mattison, SCDOT
Doug McClure, SCDOT
Sammy Hendrix, Carolinas AGC

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

Old Business

Cast In-place culvert issue

Barry Bowers reported there are incomplete guidelines and the DOT would like to make the culverts more constructible by updating the Standards. In reviewing culvert details, Barry mentioned that the length to pour is one area of concern.

Charles Matthews – At present we are waiving or modifying the five foot maximum concrete free fall requirement for culvert wall pours. We need to modify the plans or revise the Specifications to take care of this issue.

Ken Johnson – FHWA would not have a problem with 10 feet.

Contractors should notify Charles of any recommended solutions/concerns.

Also, in the tidal zone, we are looking for a means to seal the joint if it has to be in the tidal area. Epoxy reinforcing was mentioned. SCDOT has gone away from this as corrosion can still be an issue if there is a damaged chip area. Pre-cast culverts are allowed, but can't always be used in certain areas.

Beam Shear Stud issue in North and South Carolina

This has not been resolved. It is still being considered by State OSHA.

Bent bars in lieu of straight protruding bars – safety and costs

Can SCDOT change plans where a straight bar projects and caps are needed? The DOT needs examples where this is needed or the contractors can request a change on their own for special consideration.

The issue where the strands project from the ends of concrete beams is with the fabricators. SCDOT does not require this and will forward to PCI to put on the agenda for their May meeting.

New Business

Bridge Seat Drawing-End bent cap

A handout was provided on slope of cap with raised build-ups. Discussion followed on the best way to form. Build ups with the back edge formed as a V-shape has been accepted.

Other comments:

Approach slab connection to bridge.

DOT/contractors do not want to use Styrofoam due to the fact that it will “float” and not be effective. Barry does not want concrete poured on the edge of the backwall without using some type of chamfer.

Grooved surface finishes on decks

A handout of the specifications was provided. Richard Nickel asked why this has to be sent.

Charles Matthews – In the past, we were getting unacceptable patterns. We were told that it was expensive and time consuming to make changes to the groove pattern on the machine at the start of the work. By sending in the proposed pattern early, this will resolve any differences and there will be no arguments as to what SCDOT accepts when work starts. We have been very lenient to your groove patterns, but do not want surprises at the final inspection. Some of the other issues is that grooves are too deep or too shallow.

Mark Foster – On a skewed deck, parallel to joint, will that cause a problem when grooving machine goes over the crown?

Charles Matthews – if too deep it can be a problem. If it becomes an on-going issue we can modify the specifications.

Rideability

Charles Matthews - Survey results have not been received recently. Hope to receive more after final inspections. We have looked at some specs from other states. We are reviewing the limitations of the California machine and then we will go from there to make additional changes to the specifications.

Future Bridge work without stimulus package

The second stimulus package is dead as far as SCDOT knows.

Some upcoming projects may include small bridge design-builds in some packages within districts. Not sure if a 1 or 2 step design-build process.

Barry Bowers – These could be 3 or 4 groups of varying dollar value using federal money.

\$20 to \$25M per package is a guestimate. RPG's are making recommendations. Some districts will have more bridges than others.

Other Business

The CAGC Highway Division meeting is June 24-27, 2010 at Myrtle Beach. Charles Matthews has been invited to attend and be on the agenda.

Barry Bowers - There is a Research project with Clemson to look at precast alternates to flat slabs. It will be a mini workshop and CAGC and PCI are invited to participate. There is no limit to the number of companies, but would like to limit to one per company. He will send the information to Sammy when the day and time is finalized. It will be held at the SCDOT offices, probably an afternoon time frame.

Sammy Hendrix mentioned the possibility of changing the AGC/DOT meeting to Wednesday rather than Thursday as the Commission meets on Thursday and sometimes interferes with our meeting.

The next meeting is June 17, 2010.

The meeting was adjourned.