

Bridge Subcommittee Meeting
February 19, 2009
Minutes

Attendees:

Ted Geddis, Sloan/Eastern Bridge
Ron Shaw, Lee Const. Co. of the Carolinas
Chad Curran, E S Wagner Co.
Walter Deierlein, Republic Contracting
Richard Nickel, Carolina Bridge
Howard Wooten, A. M. Tuck, Inc,
Don White, Saddlebrook Const. Inc.
Jeff Sizemore, SCDOT
Ken Johnson, FHWA
Charles Matthews, SCDOT
Andy Johnson, SCDOT
David Glenn, SCDOT
Sammy Hendrix, Carolinas AGC

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

Old Business

None

New Business

Stimulus Package

Sammy Hendrix reported there will be approximately \$35 - \$40 million for bridge projects in the first Stage (50%). Per the Commission this can now be obligated. With the federal aid money the total will be approximately \$119M. And there is also the possibility of getting money from other states' share and discretionary program funds if they can not obligate the funds in the required time frame of 120 days.

The stimulus money will probably be spent on smaller bridge projects with the exception of the bridges over the Little Pee Dee River on US 378. Danny Shealy is working with FHWA on the projects to be let. The priority list for bridges has not been finished. The time frame for the official word from Washington that the stimulus bill is officially started is 5 to 21 days, then 30 days to the first letting.

What is shown now through September for proposed lettings should stay the same.

Bridge Profilograph Results from New Model Machine (California)

As stated by Ted Geddis, the issue with the new profilograph machine is the bridges are not passing without extensive grinding.

Andy Johnson provided a handout on results of 32 bridges DOT is getting with the new machine. Fourteen were acceptable the first time. Nine passed on the second trip. Five with three trips, three with four trips and one with seven trips. On this one there was some miscommunication on the explanation of what DOT was looking for and not marking the rough spots in the right place.

Andy noted there are no records for the old machine to compare failure rates. He has looked at what others states are doing and it varies with each state. In comparison, SC is not out of line and the majority are passing with two or less trips.

Discussion followed on whether the surface should be slick instead of a rough texture, requirement of the burlap drag, using the rolling straight edge (10' or 20'), using drag pan and no burlap.

Charles Matthews suggested a new specification be written so everyone is handling the same way.

Ted Geddis suggested getting more feedback on projects as to what works and what doesn't so we can consider possible changes. Maybe a check list for the profilograph operator to use on a job showing what the contractor did to obtain a deck finish would provide feedback.

Action Item: E-mail Ted Geddis questions that should be on a checklist.

Ron Shaw asked if the length of the bridge causes some to pass or not. Ted Geddis also suggest looking at the volume of traffic on the bridge. If it is a secondary road with very little traffic, is it necessary versus the same length bridge on a highly traveled road.

Bridge length, traffic volume and speed limit could be factors in determining which bridges to test.

Action Item: The committee will send some data to Andy for review.

New Bid Items, Subcontractor Mobilization, Bridge Access

Ted reported this was handled in the Road Subcommittee meeting earlier today. On Bonds and Insurance, if the quote is high, you may be asked to explain and support the bid.

Reinforced Bridge Approach Fill

A drawing was provided by Charles Matthews for review. This is to improve settlement at the end of the bridge, slope safety (to satisfy OSHA), and drainage. If the bridge contractor would like to use what is on the handout, DOT will consider. It helps with compaction.

Ron Shaw – Shouldn't have settlement with what is shown on this handout. North Carolina has been pleased and it is a separate pay item. NC has had some problems with select materials.

South Carolina does not want select material, but rather what the road contractor is using now (borrow material).

Ted believes stone and fabric work better. Don White noted this adds labor costs.

Ken Johnson with FHWA suggests putting this in the plans and trying on the next bridge project in SC.

Action: Review and send comments to Ted Geddis who will forward to Charles Matthews.

Charles also provided a draft handout on Steel H-Pile Anchorage Detail. The size of the hole is being changed, making it smaller to the size of the rebar for better detail and control. This will be going out February 20, 2009.

The next meeting is April 16, 2009.

The meeting was adjourned.