



Bridge Subcommittee Minutes

April 17, 2013

Introductions: See attached list of attendees

Old Business:

I. 1 inch rebar support chairs

David will coordinate a test pour to verify the concrete will flow around the center solid rail of the 1 inch chairs.

New Business:

I. Expediting results for CSL and PDA test

Test results from CSL and PDA have slowed the contractor's production in some cases. Normally, CSL test results should be available between 8 and 15 days and PDA test results in 8 to 20 days according to the standard specifications. There is a minimum of 8 days needed. David said in most cases the PDA testing will be performed on a production pile and the pile driving could continue after confirmation of the pile driving criteria. If Index piles are required on a project, expect at least two weeks or more for the results. This allows for pile lengths to be adjusted when there are a significant number of piles on a project.

II. Migratory Bird Nesting

The Federal Migratory Bird Act has always been in effect. The SCDOT environmental office is consulting with FHWA about the wording or clarification on this Act. Remob and Demob will be handled on a case by case basis. Contractors can deter the nest building and remove nest as long as an egg is not present in the nest. Once an egg appears in a nest, it is not to be disturbed. SCDOT will review this item with the environmental office and take under consideration.

Other Business:

Asbestos : SCDOT is making an effort to include information in the bidding proposal concerning asbestos abatement and have pay items for removal plan, third party inspection and removal. The abatement process has to be performed by a DHEC approved or certified contractor.

Bridge List: Additional information will be provided at the time of letting such as bridge span lengths and type of bridges.

Plan Details: David mentioned some cases where contractors were not paying attention to plan details such as rebar cages, fabrication plans and construction plans. This has resulted in trying to fix a problem that should not have occurred. Measure twice, cut once.

Precast Elements: The FHWA Everyday Counts Initiative, precast components were used on an A+B project and it didn't result in a great time savings as expected. David wanted to know if the contractors could accomplish the same time frame or quicker if the 75% strength requirements as set forth in the standard specifications were used and followed. Most contractors agreed that this could be accomplished.

Flat Slabs > 40 feet: There is an upcoming project which will require 44 foot flat slab supported by drill shafts. Can the 40 foot false work beams be used if the cap was made wider to accommodate? Richard will send out an email to see what lengths everyone has on hand and respond back to David.

Bridge Railing: Several bridges have been let with the railing having an extension on the back to accommodate a bicycle rail. This extension has created some issues such as sloughing. On one project, some additional rebar was added in this area which helped. Contractors need to submit any recommendations to Barry on the detail to help with this issue.

Epoxy: One contractor has had an issue with the long term creep requirements and the required certifications from manufacturers. David was not aware of any wide spread problem.

Leland said there were several bills in the legislature which would give SCDOT some additional funding. SCDOT would like to see re-occurring funds for planning purposes. SCDOT has provided the needs and what the legislature to decide how to fund but with no strings attached.

Next Meeting: June 19, 2013