

Bridge Technical Committee Minutes

March 27th, 2014

1:00 PM– 3:30 PM

SW District office (Dane – Columbia Rooms)

Subcommittee Reports:

- Dan Grasser applauds technical committee participation. Dan's comments included that this is a very unique situation and not typically seen throughout the country.
1. **Marty Bachey, Northeast Region Sales Manager for Terex Bid-Well. Representative from Bid-Well deck pavers will be present for a presentation and questions and answers – See Attached (Heath Schopf)**
 - Bid-Well presentation - Construction and Materials Manual CMM could add guidance or for inspectors on acceptable crown corrections and transition sections. Design guidance could be improved based on bid-well limitations. One example would be limiting lane widths to 6, 10 or 12 ft increments.
 2. **Spliced, post-tensioned girders short presentation – (Tim Holien)**
 - Held to next Meeting
 3. **Convening a subcommittee to develop a ride quality specification for bridges – (Jim Parry)**
 - Bridge ride specification sub-committee is expected to form this fall.

Standing Topics:

1. **North South Update** (Laura Shadewald) – Last report out on this
2. **Hoan Bridge Update** Laura Shadewald)
3. **USH 41 Update** (Bill Dreher) –
4. **Zoo Interchange** (Laura Shadewald)
5. **IH-39 (Illinois – Dane County)** (Laura Shadewald & Jim Lucht)
6. **Verona Road (Madison)** (Laura Shadewald & Brandon Lamers) –
7. **Every Day Counts – EDC-2 (Initiatives)** (Bill Oliva)
8. **Wisconsin Highway Research Program (WHRP) Bridge Items** – (Bill Oliva)
 - WHRP Structures Project Oversight Committee on Self Consolidating Concrete for Prestressed Girders is currently seeking a representative from the pre-cast concrete industry. Sounded like Chris Kirchner may be interested in this opportunity.

Previous Meeting Carryover Topics:

1. **Updates - Concrete Slope Paving Constructability and joint design and layout. (Kevin McMullen)** A few of the contractors would like to eliminate the details where the slope paving is done in layers and with keyway joints in favor of placing the entire slope and sawing or forming joints. And the joints are tied together with #4 tie bars.

- Concrete slope paving BM Update- Dave K follow-up. Currently, BM standard 15.03 requires a keyed construction joint whereas contractors would prefer other means (saw cut).
- General discussion has been to potentially allow an optional reinforced sawed joint. Kevin McMullen may have some additional comments or details for consideration. This should be resolved at next BTC Meeting (July 2014).

2. Ancillary Concrete for Sign Structures – (Mike Hall)

Updates - Discussions with Bureau of Structures and Bureau of Project Development

- Specifications have been updated. Mike handed out updated draft version for discussion. Review and return comments/corrections/concerns to Mike Hall by April 15th prior to submittal to FHWA.

New topics:

3. Separate bid item for ready mix on concrete masonry for structures - (Dan Large)

Dan Large from Fiber Reinforcing & Consulting (WRMCA's Technical Chairman) along with a couple of producers will be there to discuss this item.

- There was extensive discussion on the method of payment for Concrete Masonry for Bridges and the implications of cost reductions for Ready Mix Suppliers. Both the Ready Mix Industry and Bridge Contractors felt that the potential payment reductions for out of Spec concrete were excessive in a number of instances. These cost reductions have been especially hard on the Ready Mix Suppliers. It was agreed that the department staff would convene a group to examine this concern and what appropriate follow-up should take place. Industry would most likely be brought into this discussion to provide additional comments. Industry had specific comments that included:
 - Cost Reductions are driving up prices in an unnecessary manor.
 - Is the CM Manual guidance reasonable given the contemporary nature of the industry?
 - Ready-mix industry requested an additional bid item that would allow for limited liability.
 - There should be a Sub-Committee of the BTC that examines this issue.
- Follow Up – On Thursday May 22nd, 2014 members of the Department Bureau's of Project Development, Technical Services, and Structures met to discuss this concern and some potential actions. The discussion resulted in two follow up action items that include discussion with the BPD Construction Oversight Engineers to get input on Construction Administrative implications of changing the current specification and cost reduction process. The second follow up was that we would like industry to provide suggestions on alternatives to the current cost reduction process.
- Additional follow-up is pending.

4. Contractor completion of PDA testing - (Jeff Horsfall)

Background: We are using PDA on several of the larger projects and WisDOT only has 3 sets of instrumentation. Currently DOT is self-performing this field

work (with analyses of data done by consultants), but finding that our equipment may not be available as contractors need it, due to concurrent project pile driving operations. We would like to investigate the potential of having the contractors complete this work. This would alleviate any scheduling conflicts.

- Jeff led a general discussion on the use of PDA on WisDOT Projects and discussed the industry using more PDA's on projects. Jeff indicated that PDA could provide the benefit of saving in overall pile length driven.
- Contractors shared concerns that the speed of construction projects may not provide the window of opportunity (time) to benefit from PDA test program.

5. Update on use of Precast bridge elements on I-90 (Stems and Caps) and other projects. – (Requested: Matt Grove. Bill Dreher/Jim Lucht/Bill Oliva)

- General discussion on the use of precast elements on WisDOT projects and lessons learned.
- IH-39 bid prices reflect lessons learned from Rawson. Sounds like some costs were not captured or identified in Rawson.
- Connections represent risks area of concern.
- When the quantity is low the prices will be higher.
- Precast elements should be Let in groups to allow better pricing. WisDOT needs to get the word out in advance of future quantities so that industry can take advantage of scale of economy in bidding.
- High skews make it more difficult for fabrication.
- Lessons from Railroad industry: limit structure configurations and allows for mass production of uniform elements.
- Strive for more uniformity and simplicity.

6. Piling Under-runs and Payment – (Darrin Stanke & Dennis Maney)

With the current environment of mega projects in the state, section 104 of the standard specifications needs to be looked at. Expensive items such as piling are experiencing significant under-runs. Because of the size of the contract, they are not qualifying for adjustments as major or minor items. This is placing a significant burden on the contractor financially for a condition that in no way is predictable at bid time. **See North Dakota Attachment**

- Significant discussion on this item. Multi-year projects are especially an issue
- This is also very problematic when Piling is not a Major Item (\$20 Million Dollar Project with \$3 Million dollar bridge)
- Can be several hundred thousand dollars on a single bridge.
- Request by contractors for Pay Plan Quantity with 5% up or down. No resolution at the March BTC meeting.

7. Number of SPV's – (Bill Oliva)

From the Feb 2014 PD Chief Meeting, information was discussed that there are too many SPV's and there is a need to reduce the number of SPV's. There are over 3000 SPV and they may represent as much as 20% of Let Program dollars. We would like to get some general comments from the Bridge community on this issue.

- Bill Oliva discussed the initiative (Program/Project Management) that will include simplification of Structural Details and standardization of SPV's.
- Industry did note that there are Regional Differences

- Also, Industry noted that there are times when Plans not reflected in the Special Provisions (and vice versa).
- BOS moving forward with simplification of details, elimination of redundant or unnecessary SPV's, and change of SPV's into STSP's

8. Specification Changes – Discussion (Mike Hall)

- Anchor assembly for thrie beam specifications has been updated. Cap screws with anti-seize compound will now replace silicon fillers.
- **Other items - Hand Out at Meeting**

Additional Items:

1. Temporary Barrier, what is acceptable – Hold to July 2014 Meeting
2. Barrier Pinning (Dennis Manning) – Hold to July 2014 Meeting
3. Bridge approach slabs are currently being investigated for possible contractor efficiencies. This includes abutment diaphragm curing requirements with HPC and modifying current details to allow for bridge decks and approaches to be poured at the same time with a bid-well.
- 4.
- 5.

Attachments:



Marty Bachev Named
Terex Bid-Well Distric



Attached Image.msg

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Wisconsin Bridge Technical Committee

Date: Wednesday, March 27, 2014

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