

Date & Time: Thursday, March 19, 2020 (No Meeting Due to COVID Shut Down)

Location: Truax Lab, Antigo Conference Room – Madison, WI

ITEM	DATE	DESCRIPTION	STATUS	DUE DATE	BALL IN COURT
3.10	3/28/18	Jacking Loads on Structure Plans	Open	7/2018 7/2019	WisDOT
		<p>David Stanke inquired about bridge design engineers including jacking loads on plans requiring jacking. It has been BOS's stance that there are many variables that are controlled by the means and methods of jacking which preclude designers from placing accurate loads on the plans. David Stanke stated that industry is only looking to get service dead loads (and potentially live loads in the event that jacking is required to be done under traffic) from designers. Dave Kiekbusch stated that in a survey of other North Central States, 6 of the 7 states stated that they provide loads. BOS will review this issue, will consider adding loads on the plans, and if it is decided to go this route a policy item will be added to the Bridge Manual.</p> <p>2019-03: BOS Development continues to review this issue and plans on developing a resolution in the coming months. Anticipated delivery timeline for this resolution is within the next year.</p> <p>2020-03: July edition of Bridge Manual will include information on this. Intent is to include a load on the plans, but we are still looking at which specific loads to include for use by contractors.</p>			
5.10	3/19/20	3D Models/Plan Details	Open		
		<p>**This item is a continuation of item 1.18 from the meeting on 3/21/16.</p> <p>3/21/16: BOS asked industry for their take on whether 3D models or plan details would be beneficial. Industry indicated that getting electronic files of any type, even 2D, would be helpful. Industry also mentioned that their staff build off of the 2D plans and that they are sufficient at this point. 3D models would be useful in certain areas (beam seat elevations, etc.) if they would be able to be handed directly to industry for use (i.e., steel fabrication models to be used by steel fabricators, etc.). Industry did mention that 3D models couldn't be used to pour bridge decks similar to roadway paving use of GPS because the deck thickness and relation of top of deck to reinforcing</p>			

steel is what dictates where the deck is placed. *At this point, no further follow-up is required but BOS intends to continue to look for ways of utilizing 3D in an efficient manner.*

2020-03: BOS is looking to get any updated thoughts/opinions on whether 3D models would have any benefit to industry.

5.11 3/19/20 CRI Process – Development and Acceptance

Industry would like to get feedback from BOS on how CRI's of all sizes are being reviewed. Are "smaller" CRI's being reviewed by BOS or is the project team providing a response without input? What is the formal process that WisDOT utilizes for CRI's?

5.12 3/19/20 Demolition Means/Methods Involving DNR

Industry would like to have more clarification on what will/will not be allowed for the different levels of removals as WisDOT/WDNR enforcement has not been consistent in the past.

5.13 3/19/20 Partial-Depth Precast Deck Panel Detailing

BOS is looking to get feedback from industry on the details that were developed for the IH 94 NS project and why they were not used. This system was inserted into the contract to help with the construction timelines of the project, but both contractors involved elected to pay to redesign the decks to remove these elements.

5.14 3/19/20 PDA Testing Data to Verify Value Added

Industry would like to get direct feedback from WisDOT on whether the use of PDA is actually saving the department money on projects as opposed to the use of Modified Gates.

5.15 3/19/20 Concrete Girder Top Flange Damage

Industry would like to know what WisDOT's current stance is on acceptable levels of top flange damage on concrete girders during deck removals.

5.16 3/19/20 Concurrent Structural Approach Slab Pours

Are there better ways of detailing this so that the finished product that we get is of a higher quality?

5.17 3/19/20 Formwork Bolting Conflicts

Industry would like to discuss conflicts with piling on piers when installing formwork bolts and whether modifications can be made in the field.

5.18 3/19/20 Partial Removals of Abutment Backwalls/Wingwalls

Industry would like WisDOT to allow saw cutting of abutment backwalls and upper wings to the removal limits shown on the plans, and drill and epoxy reinforcement back in. Preserved portions are prone to significant spalling and saving the existing rebar is questionable.

5.19 3/19/20 Steel Shims and Laminated Elastomeric Bearings

There are no standard details addressing when multiple plates are required and often there is not enough time in the schedule for modifications for a single bearing plate.

5.20 3/19/20 Elimination of Hat Bars on Steel Girder Bridges

Allow and define the use of taller shear studs to eliminate the use of hat bars. Specify the minimum embedment of studs and/or maximum allowable.