



## Bridge Technical Committee Meeting Minutes

**Date:** September 8, 2022

**Time:** 1:00pm-3:30pm

**Location:** SWR Dane/Rock/Columbia Rm

### Introductions

**5 min**

Online attendees: Brad Diener, Greg Brecka, Brent Freeman, Julie Brooks, Ruth Coisman, Dan Kowalski, David Stanke, Mike Delemont, Habib Tabatabai, Chad Hayes, Leslie Hidde, Jared Marugg, Jason Samz, Julie Jenks, Joe Larson, Joe Lombard, Luke Haun, Mike Ryan, Pat Cashin, Cami Peterson, Dan Sydow, Tadd Owens, Craig Webster, Krissy VanHout, Mark Zander

In-Person attendees: Aaron Bonk, James Luebke, John Rublein, Josh Dietsche, Laura Shadewald, Brandon Lamers, Craig Pringle, Dominique Bechle, Linda Krueger, Cherish Schwenn, Finn Hubbard, Bill Dreher, Tim Borowski, Leah Rhodes, Jack Martzke, Jim Parry, Mark Finnell, Gary Courneya, Christine Hamil, Brian Rowekamp, Matt Grove

### Subcommittee Report(s)

**10 min**

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|--------------|--|--------------|
| <i>5 min</i> | <b>Design &amp; Construction Subcommittee Update</b><br>Aaron Bonk described the background of this committee and the relative lack of items being brought forward by industry in the recent past. Matt Grove and David Stanke indicated they'd prefer to keep this mechanism for quick adjustments to structures detailing/constructability issues into the future, but don't necessarily need standing meetings each year.                 | Aaron Bonk   |
| <i>5 min</i> | <b>Overlay Equipment Working Group</b><br>James Luebke discussed this initiative's history, which was geared at finding ways of making more recent equipment able to produce high quality concrete overlays. At the March 2022 Bridge Tech Committee meeting Terex/Bidwell staff came and presented on a new line of equipment that is expected to be available in spring 2023 (piloting to occur later this year on overlays in the field). | James Luebke |

### Standing Topics

**15 min**

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|--------------|---|--------------|
| <i>5 min</i> | <b>Wisconsin Highway Research Program Bridge Items</b><br><a href="http://wisconsindot.gov/Pages/about-wisdot/research/whrp.aspx">http://wisconsindot.gov/Pages/about-wisdot/research/whrp.aspx</a><br>James Luebke discussed the ongoing research projects (Adhesive Anchors, Bridge Abutment Slope Protection, Deck Overlays) and upcoming/future research projects (Underwater Concrete Pours and Non-Segregating Concrete, Bridge Deck Thermography Verification and Policy). James also made an open call for future research ideas that could benefit the structures program. | James Luebke |
|--------------|---|--------------|



10 min

**Specification Changes/Updates**

Mark Zander

Mark Zander presented the updates to Section 500 (Structures) of the 2023 Standard Spec, which will go into effect starting with the November 2022 Letting. These changes had previously been vetted through the Bridge Tech Committee.

**Previous Meeting Carryover Topics**

**10 min**

5 min

**Changes to Standard Spec 501 and Section 7 for 2022**

Jim Parry/Mark Finnell

Mark Finnell reiterated the changes to Standard Spec 501 and Section 700 which were intended to clarify concrete mix designs, make the information more logical, update the concrete testing requirements and frequency of testing, etc.

5 min

**Initiative to Reduce Overruns in Concrete Masonry Overlays**

Aaron Bonk

This item was discussed at previous Bridge Tech Committee meetings and follow-up was required between WisDOT and industry to determine a path forward. **Action Item(s):** Aaron Bonk indicated that BOS would look into whether overruns on this item are still happening consistently. In the event that they are, BOS will reconvene with industry on determination of how to address these overruns through spec clarifications, etc.

**New Topics**

**90 min**

10 min

**Railroad Coordination Reviews**

Mike Hahn

Joe Larson led the discussion on this item. Joe indicated that industry is seeing significantly extended durations on reviews by the railroad, most notably UPRR, which are leading to delays in construction. Joe stated that he'd like to get WisDOT Rails & Harbors brought in to help this issue, as well as having WisDOT project teams consider these schedule delays when setting up contracts involving railroads. Jared Marugg stated that 3<sup>rd</sup> party reviewers are looking to follow the railroad's requirements, but don't have significant incentive to get comments back in a timely manner. Jared also stated that review delays don't happen on railroad owned structures projects, so it seems to be directly related to WisDOT projects. Pat Cashin indicated that this is also an issue on the design side of railroad bridge projects. Brandon Lamers stated that CCAW has also been discussing this issue as it relates to overall project schedules. **Action Item(s):** Matt Grove indicated that he'd take the lead on trying to escalate this issue in order to bring the pertinent people into discussions to try to resolve these schedule delays.



10 min

**Releasing Falsework Timing Related to Parapet Pours**

Luke Haun

Luke Haun brought this topic forward which stems from misinterpretation of the standard spec language on the part of field inspectors. The issue is that the difference in process between slab spans and girder spans isn't being followed per the standard spec in 502.3.5.4. Laura Shadewald indicated that BOS can be brought into these types of discussions if there are differences of opinion between the contractor and the project staff, only after that initial project discussion occurs. Brandon Lamers also indicated that BPD's oversight engineers should also be brought into these types of discussions. **Action Item(s):** BOS will look at adding clarifying language to the slab span paragraph to make it clear that this is the structure type in question in paragraph 4. Additionally, WisDOT will bring this point of clarification forward at spring Region Construction Conferences as well as at the annual Bridge Construction Inspection trainings.

10 min

**Additional Dimensioning on Skewed Structures**

Luke Haun

Luke Haun was looking to see whether designers could provide additional dimensions on skewed structures in order to help the trades people in the field in laying out their formwork. Examples include dimensioning from reference lines to beam seat edges and centerlines, from reference lines to the centerline of the nearest footing, etc. **Action Item(s):** BOS will review our Standards and Bridge Manual guidance to see if additional clarifications can be made to improve the typical detailing practices to alleviate potential risk of errant calculation of these dimensions in the field.

10 min

**Staged Construction Overhang Support Responsibilities**

Luke Haun

Luke Haun discussed multiple projects this year where designers were placing the onus on contractors to determine temporary support for overhangs in staged construction projects. Dan Kowalski stated that he views this situation as more than simply the overhang condition, but feels designers are not assessing the interim overall structure condition. There were discussions that this was an issue approximately 15 years ago, and the direction at that time was for designers to revise the traffic control plans to work with the structure layout. Aaron Bonk stated that BOS understands this issue and has actively tried to identify potential projects through the consultant review process, in order to ask that the design engineers ensure a temporary support option is reasonable and that a special provision is included in the contract for bidding purposes.



Brad Diener

10 min

**Approved Products Lists – Conc Surf Repair, Shotcrete**

Brad Diener was asking whether WisDOT would be open to creating an approved products list for concrete surface repair materials as well as shotcrete materials. Examples of field engineers not applying consistent acceptance and potentially modifying some of the placement/curing practices from standard spec and/or manufacturers recommendations were laid out. Aaron Bonk, James Luebke, and Jim Parry weighed in with concerns about creating additional APL's for these materials given the different situations and locations they can be applied, the frequency with which materials/manufacturers change, etc. Aaron Bonk stated that in instances where field engineers aren't applying spec or manufacturer recommendations appropriately from the contractor's standpoint, BOS and BTS could be brought into those discussions to aid in resolutions. **Action Item(s):** WisDOT will bring this forward at future Statewide Design/Construction conference calls and trainings for field engineer awareness.

10 min

**Migratory Bird Netting & Structures Scope of Work**

Brad Diener brought forward this issue, which has two different aspects needing attention. First, there is concern that netting is being placed into contracts where it isn't necessary. Second, there is concern from industry that they do not have the time available to get netting in place for lettings after January each spring as their contracts aren't executed on time. Cami Peterson weighed in and stated that WDNR liaisons are the staff that are involved in making the determination of when netting is/is not required on a project, and that the guidance for this has been updated since the initial adoption of this program. **Action Item(s):** Aaron Bonk will work with Cami Peterson to ensure that the process for incorporating these bid items into contracts is appropriate so that bidding contractors know that the netting is required when included in a contract. Further discussion with project schedules needs to happen as it relates to potentially getting other entities to install netting on those spring lettings after the January let.

Brad Diener

10 min

**Jacking with Live Loads/Staged Construction**

Brad Diener brought forward an industry concern that jacking, most typically for bearing replacements, is being called for in contracts with no closures (i.e., under full live loading). This poses a risk to contractors and their field staff. Additional risk comes into play with staged construction, jacking more than one line of girders at a time, etc. Bill Dreher indicated that this has come up over the years and that industry has indicated that jacking under live load can be done, but is not preferable. **Action Item(s):** BOS will look into this further to see how other

Brad Diener



states handle this issue, whether project specifications can be updated to include short-term closures when jacking is needed, etc.

<i>10 min</i>	<p><b>Structures Construction Project Schedules</b></p> <p>Brandon Lamers discussed WisDOT and WTBA’s ongoing discussions related to cold weather construction on structures and how all parties involved are looking into extending construction windows/flexibility for completing work. Matt Grove stated that there is a staffing impact on industry when winter shut downs are prolonged. Jim Parry stated that the specifications for cold weather concreting for structures work are in good shape, and give solid direction for how extended work is to be modified. Brad Diener indicated that the Prosecution &amp; Progress portion of contracts is where constraints have come in, and should be reviewed moving forward.</p>	Brandon Lamers
<i>10 min</i>	<p><b>Removing Structure over Waterway Spec Clarifications</b></p> <p>Aaron Bonk discussed this item and clarifications that have been made on the design side related to bid item usage (Bridge Manual guidance), standard specification language, and CMM guidance for field staff. BOS is actively working to identify projects where the wrong bid item is being called for in design. Aaron also stated that industry should be bidding the work per the bid item in the contract as it reads in the spec. If it appears that the wrong bid item is being called for, questions during the advertisement schedule should be brought forward.</p>	Aaron Bonk
<i>10 min</i>	<p><b>Buy America Updates</b></p> <p>Matt Grove presented on the joint effort that is underway between WisDOT and WTBA to dig into the new rules being brought forward and the different bid items that are affected. There is a lack of clarity on the part of “manufactured products” and “construction materials”, which has the potential to lead to some confusion after the implementation takes place starting with November 2022 letting. Jim Parry and Brandon Lamers weighed in with WisDOT’s process of identifying affected bid items and indicated that this would be provided to industry when finalized. Matt Grove made an open call for industry to try to identify additional materials that we know aren’t domestically produced in order to try to work towards an exemption and/or identify replacement materials.</p>	Matt Grove
<i>5 min</i>	<p><b>Additional Item 1- Concrete Committee</b></p> <p>Mark Finnell brought forward, for awareness, the fact that this committee has been modified to include structures stakeholders as the work that was previously being completed</p>	Mark Finnell



affected this area. The intent of this committee is to create better, more targeted specs for all areas involving concrete.

*5 min*

**Additional Item 2- BTS List Serv**

Mark Finnell

Mark Finnell discussed that there is a distribution list where Bureau of Technical Services send out information related to different material issues (material shortages, modifications to specs, etc.). If interested in getting this information, signing up for the BTS list serv can be done by scrolling to the bottom of the Department's [Quality Management Program webpage](#) and inserting an email address to receive the updates.

*5 min*

**Additional Item 3- Exposure of Epoxy Reinf. in P/S Girders**

Gary Courneya

Gary Courneya brought forward the issue of the standard spec requirement for covering epoxy coated reinforcement if it will be exposed to UV for more than 60 days. Gary stated that their prestressed plant has miles of girders in their yard at any time and it is cumbersome to protect all of the protruding stirrups, as well as it being environmentally bad as the significant quantity of black bags end up being taken to landfills after use. Gary has information from the Epoxy Interest Group stating that as long as a certain mil thickness is present, exposure less than 12 months won't be significant to affect performance. James Luebke and Jim Parry indicated that the spec requirement was set in conjunction with industry standard, and they didn't believe it was overly conservative. **Action Item(s):** BOS and BTS will review information sent in by Gary Courneya, look into other states' policies, and research studies that have been completed by independent parties to determine whether a spec update is needed in this area.


**Bridge Technical Committee Meeting Sign-In Sheet**
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