

**AGC/MoDOT ANNUAL CO-OP MEETING
DECEMBER 2-3, 2008
BRIDGE DIVISION AGENDA ITEMS**

1. If concrete girders are stamped approved by MoDOT Materials at the plant, can they then be rejected in the field by the District Office?

Yes an RE can reject materials that have been approved by a MoDOT Materials inspector at a plant. The RE should coordinate communication with the materials inspector, contractor and supplier to discuss the reasons for the rejection of the material.

2. Can there be a standard set for payment on significant material underruns for material that cannot be returned to the suppliers?

Contractually unit prices can only be modified for a significant change in a major item of work. So if the underrun falls into that classification a negotiated price can be determined. With that said, MoDOT has bought material from a contractor for use on other projects when it has been reasonable to do so, e.g.- on a project the type of bridge and layout was changed so MoDOT purchased the fabricated girders from the contractor, stored them and used them on two future projects.

3. How come there is no speed reduction in work zones anymore, especially, interchange bridge replacements with work in the median?

Standard Plan 616 was referenced as the speed reduction guidance for work zones. Each district design team looks at projects on a unique basis to determine the work zone speed.

4. How come DBE % for jobs are exceeding 10% in most of the out state areas now? Please give an overview of the training program also.

Lester Woods from MoDOT's External Civil Rights group addressed these questions. DBE – goal statewide is set at 13.34%. The Statewide goal is at this level based upon a DBE contractor availability study that was completed in 2004. Individual project goals are set based upon the items of work and availability for each region.

Trainee's can be transferred from project to project but the requirement of having a 500-hour block out of the 1000 hours from one individual will remain. The contractors must submit documentation as to why a transfer from one project to another is necessary to the RE. The RE will work with MoDOT's External Civil Rights section to determine if transfers are acceptable.

If there are questions on any of these issues contractors and/or RE's should contact the MoDOT's External Civil Rights Section.

5. Does MoDOT intend to continue to allow alternate bridge designs on projects that bid? Discuss requirements and timetable to submit.

Yes MoDOT plans to continue the use of Alternate Technical Concept provisions in projects to give contractors flexibility and get the best value for projects. When Alternate Technical Concepts are used the plans will have a MoDOT provided design and job provisions that outline areas where alternate concepts will be allowed. The job provisions will specify timelines for concept submittal and when the alternate concept will be approved or denied and when the final design for approved concepts will be completed by MoDOT. MoDOT will also strive to allow more than the normal 5-week advertising period for projects with ATC's.

6. The typical detail for fence connection to sidewalk on bridges has a 4" embedment. Typical section 607.11F the typical for fence post connection on retaining walls shows a 6" embedment. Could this be simplified to use a standard 4" embedment insert for both retaining walls and bridge sidewalks?

This is being addressed all will be embedded 6".

7. Sec. 216.5 removal of existing bridge decks states "the existing bridge deck shall be removed by methods such that the girders, stringers or floor beams that are to remain in place are not damaged." Does MoDOT have a statewide standard or guide for inspectors as to what is considered damage and what is acceptable? Are dimples in a flange from a breaker considered damage? Are there pre-approved methods or acceptable corrections for damage that has happened in the state previously?

We would like a group of contractors from AGC to propose what type of guidance they would propose. MoDOT will also work with RE's to see if there is some potential wording that would limit the subjectivity.

8. On the Guidance for Checking Contractor Surveying and Staking, there is a spec, which notes, "on a bridge each stake should be checked. The Check should be within 0.01 ft. for vertical and horizontal." With the use of separate total stations run by different crews and typically on different days, it becomes unrealistic to duplicate these shots to within 0.01 ft. In past experiences with various districts, it has been found that 0.02 or even 0.03 ft. is a more reasonable tolerance to adhere on these checks. Why then hasn't the spec been reworded to accept the contractor stakes if within these more realistic tolerances?

The RE Quality Circle is currently reviewing all of the guidance for contract staking and will take this into consideration. Some discussion was made as to differing equipment and the relative comparison of all bridge staking. This should be addressed by spring.

9. In some parts of the state, after placing concrete on the last bent cap, contractors are told by RE's that the contractor cannot set girders until the concrete has reached a minimum strength of 2750 PSI. The RE refers to Spec 703.3.2.13 for support. This specification refers only to stripping the false work and form removal. Contractors should be allowed to proceed with setting girders

when they are comfortable that the concrete cap will have adequate strength to support the weight of the beams.

Pouring columns on footings the next day is acceptable. At the Statewide RE meeting in January Bridge Division along with RE's will discuss the matter of setting beams on bents and when friction collars will be allowed. Further information will be available as a result of the January meeting.

10. For a while the "Bid it as you see it" response from Project Contacts was not an acceptable response by is now once again a prevalent answer. What has changed in MoDOT that this is an acceptable response rather than trying to figure out a correct response?

This discussion turned to late addendums. In the General Session Kenny Voss, the Contract Services Engineer for MoDOT address that they will refocus on the goal of no addendums during the week of the bid opening.

11. Value engineering structures? Discuss the procedure for doing so.

Conceptual VE's without specific potential savings are acceptable to submit to get the discussion started. More detailed information can then be worked on by the contractor and MoDOT as a joint effort to see if the concept will work and what savings may be realized. Submittals can come in any form but if the actual VE standard form is used it will probably make it through the process quicker. VE's should be submitted to the RE.