

Bridge Contractors / Caltrans Liaison Committee Meeting MINUTES

Date: Friday, September 10, 2021
Time: 9:00 AM To 12:00 PM
Location: Virtual Microsoft Teams



COMMITTEE PURPOSE: *To establish a liaison between Caltrans and the California bridge contracting community focused on structure related items of mutual interest. To maintain an on-going dialogue on pertinent issues and pursue action items in a collaborative effort to improve bridge construction in California.*

COMMITTEE MEMBERS: Industry Members identified by the AGC, SCCA and UCON

MEETING CALLED BY: Richard Foley, Deputy Division Chief – Structure Construction

TYPE OF MEETING: Committee Meeting

FACILITATORS: Tom Grey & David Tenorio/ Don Riese Flatiron West, Inc.

INVITIES: See [attached list](#) page 6

NOTE TAKER: Anh Luu and Lily Chang

MINUTES POSTED AT: <https://dot.ca.gov/programs/engineering-services/bridge-contractor-outreach>

Opening Remarks and Purpose for Meeting

Presenter: Rich Foley, Deputy Division Chief of Division of Engineering Services (DES) – Structure Construction (SC)

- The focus of this meeting is to share recent innovations (and challenges) from our projects, and to discuss upcoming changes to our construction contract standards.
- To align with SB-1 and Caltrans (CT) organizational commitments, the use of innovation to increase the value of our projects is emphasized; e.g., VECP (value engineering change proposal).
- Throughout this virtual meeting, we are taking questions in the chat box.
- Comments or Questions:
 - 1) George Delano commented in chat box: The challenge on Value Engineering has always been the reluctance of the owner to revisit the design with a positive attitude.
Caltrans response: If that has been the perception in the past, note that SC is committed to partnering with all contractors on VECPs to add value to the projects we deliver. Rich Foley commented that we need to do better outreach with other CT functional units; this is something important to the Department.

Presentation – Safety Update

New Contractor Safety Manager Requirement & Upcoming Specifications

Temporary Barrier Systems

Presenter: Marvin Guinez, Caltrans HQ – Division of Construction

- *Support Caltrans New Goal: Safety First*
- Review of Standard Special Provision (SSP) 5-1.14, *Safety Quality Control Manager (SQCM)*, including certifications and duties of SQCM:
 1. Bid Item 090214
 2. Used on projects >\$75M
- Review of Revised Standard Specification (RSS) & Standard Special Provision (SSP) 12-3.20, *Temporary Barrier System* (anticipated posting date October 2021):
 1. Spec changes barrier dimensions and lateral clearances to reflect new requirements of *AASHTO Manual for Assessing Safety Hardware (MASH)*; increase of test vehicle weight, angle of approach, and vertical distance for center of gravity.
 2. RSS 12.3.20C(2)(c) – Do not install Type K railing after December 31, 2026
 3. As always, refer to AML for list of approved barriers
- Comments or Questions:
 1. Donnie Riese (SDAA): It is undesirable for transition period to overlap the use of existing k-rail with the new standard; i.e., some contractors will inevitably bid the cheaper (old standard) temporary barrier system. Allow time for contractors to phase out old k-rail inventory, and build new inventory.
 2. Hussam Buran (Caltrans) inquired whether deep, large diameter shafts are included as part of excavation and therefore would require Safety Manager.

Response: Per *Safety Quality Control Manager Guidelines* (dated April 2021), provided that the estimated cost of the project is >\$75M, “deep excavation” should require SQCM; however, Designer, District Construction Safety Coordinator and District Construction Engineer should be consulted on a case by case basis.

Presentation – Temporary Bridges: CT Structure Design and METS

Presenters: Dan Adams, Office Chief of DES – Bridge Design – North (District 1, 2, & 3)

Jason Wilcox, Branch Chief – DES – METS – Office of QA and Source Inspection (Sacramento)

- *Overview of Caltrans Requirements/Specifications for Temporary Bridges*
- Dan Adams reviewed the design criteria for temporary prefabricated modular steel panel truss bridges:
 1. Applicable: NSSP 48-7 – specifications for design, construction, erection, routine inspection (nondestructive testing), and removal
 2. Structure Technical Policy (STP) [17.1](#), *Design Criteria for Temporary Prefabricated Modular Steel Panel Truss Bridge*, (previously MTD 12-9) is stipulated in NSSP 48-7
 3. Lessons learned from Capell Creek Bridge include:
 - Where no temporary rails tested/listed in NCHRP 350, the project designed all rails for TL-4 loading.
 - Where proprietary information tied into the contractor’s design did not CT reviewer to verify conformance to AASHTO, STP 17.1, etc., CT partnered with contractor by acceptance based on confirmation that calculations based on the stipulated standards are on file.
 - Expediting shop drawing review – Where the Caltrans Designer of Record had no previous experience reviewing shop drawings for temporary bridge structure, the submittal was re-assigned to Structure Steel Design Branch.

- Jason Wilcox reviewed quality assurance for temporary prefabricated modular steel panel truss bridges, including:
 1. METS involvement in NSSP 48-7 development (inspection at the source and jobsite, routine jobsite inspection/nondestructive testing)
 2. Efforts to improve construction efficiency underway:
 - Development of audited facility list (thereby removing auditing process from construction schedule, improvement with respect to risk management)
 - Continual review of specifications based on stakeholder input
- Comments or Questions: None recorded

Presentation – Falsework Updates

Presenter: Jim Nicholls, Falsework Engineer in DES – Structure Construction

- Information and discussion on falsework updates
- Draft RSS 16-2.02, *Temporary Pedestrian Facilities* (anticipated posting date October 2021)
 1. Meet requirements of SS 12-4.04C
 2. Temporary barrier to separate facility from vehicles and equipment
 3. 4' lateral extension past edge of work above
 4. Increased height from 8' to 10'
- Draft RSS 12-3.20, *Temporary Barrier System* (anticipated posting date October 2021)
 1. Reviewed minimum lateral clearances
- Comments or Questions: none

Break

Presentation – Environmental Product Declaration (EPD)

Presenter: Ken Darby, Caltrans HQ – Division of Construction – Office of Contract Administration

- Information and discussion on Buy Clean California Act (BCCA) and EPDs.
- Buy Clean California Act:
 1. SSP 6-1.06, *Buy Clean California Act*
 - Eligible materials include carbon steel rebar, flat glass, mineral wool board insulation, structural steel
 - Exemptions:
 - i. Technically not feasible
 - ii. Emergency projects
 - iii. Will create significant project delays
 2. Contractors are encouraged to track changing legislation regarding BCCA requirements
 3. For new projects, contractors are also encouraged to reference Construction Procedure Directive (CPD), [21-15](#), *Amended Buy Clean California Act*, dated 07.29.21.
 4. Anticipate a new SSP in January 2022 to address future Phase 3 EPD requirements
 - May include Authorized Vendor List for structural steel subcategories and carbon steel rebar materials
- Comments or Questions: none

Presentation – 04-4G8404 Capell Creek Bridge Replacement Project

Presenter: Nana Budu, Structure Representative in DES – Structure Construction

- Presentation on temporary bridge construction and innovation
- Features of the modular truss temporary bridge used:
 1. Acrow Bridge product
 2. 13' wide single lane, final length 230'

3. 428 kips (including deck)
 4. Capacity HL-93 loading
 5. Approximately 3 weeks to construct and launch into place
 6. One end of the temporary bridge required a 16'h buildup. As such, to reduce risk (instability), removal of the temporary bridge was by tandem crane pick (2 crane pick)
 7. Bridge was in service for 1 year (inspection schedule: every 3 months)
- Some lessons learned have been incorporated into NSSP 48-7 (refer to Dan Adams's presentation above).
 - Comments or Questions:
 1. John Lammers (Caltrans) asked: What would have been some other options?
Answer: The special provisions didn't specify what temporary bridge to use. It was up to the contractor to present the design their proposed temporary bridge for review and authorization.
 2. Victor Diaz (Caltrans) asked: Was the temp bridge part of the original strategy or was it a VECP?
Answer: Original

Open Discussion

All participants

- The purpose of this meeting's topic, temporary bridges, is to encourage input for process improvement.
- David Tenorio provided a list of look ahead projects by District; projects with temporary bridges are highlighted in yellow.
- Upcoming project highlights, by area, given by each of the nine SC Area Construction Managers (ACMs).
- Industry commented: Does NSSP 48-7 (temporary bridges) explicitly define design load requirements for "alternative use" temporary bridges (e.g., pedestrian bridges, haul lanes)? Or can it be assumed that CT Steel Structures Design Branch will give design load requirements on a case by case basis?
Dan Adams responded: NSSP 48-7 references STP 17.1, and design requirements are in STP 17.1. Note that NSSP 48-7 states haul bridges over traffic must be designed per the standard (otherwise, use less stringent haul lane requirements in STP 17.1).
- Rich Foley informed attendees that District areas covered by Caltrans "Central Region" have been reorganized, however, Structure Construction areas within Central Region remain unchanged (D5, D6, and portion of D10).
- Rich Foley reiterated our interest in continual communication with industry to improve our processes and partnerships.
- Industry suggested a forum (similar to this) with Structure Design. Noted by Dan Adams.
- **Industry request for future topic at this meeting regarding RSS 60-2.02A:**
Contractors' concern about the professional engineer onsite requirement for certain activities. An onsite independent professional engineer is a good idea for major structural events such as major bridge demolition or falsework, but the same specs (and bid items like Bridge Removal) are being applied for many minor items such as joint repair, bridge drainage work, etc. If there is any expansion of these requirements it may be a major staffing problem for the contracting industry and the engineering firms that support bridge construction.
Response:
The professional engineer onsite requirement topic will be considered for our next Bridge Contractor Liaison Meeting for discussion.

Wrap Up / Adjourn

Presenter: Rich Foley, Division of Engineering Services – Deputy Division Chief of Structure Construction

- Final thoughts.
- Minutes will be posted at the link above, along with the Look Ahead Projects
- Next Bridge Contractor/Caltrans Liaison Meeting
 - Date: March 18, 2022
 - Location, Time and Facilitators: TBD
- Moving forward (post pandemic), this meeting will be held in a “hybrid” format (virtual and in-person).

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