

MINUTES:

DRAFT

When: Wednesday, June 2nd, 2021 11:00 – 12:00 PM (PDT)

Where: Web-conference

- I. There were 37 attendees to the WBPP regional web meeting. Attendees included:

Darlene Lane – NCPP
Brandon Henning – Nevada DOT
Herb McDowell – Idaho DOT
John Hooks - NCPP
Becky Nix – Utah DOT
Ed Welch – NCPP
Chris Keegan - NCPP
Natasha Butler – CDOT
Andrew Pack
Chris Davis
Chris Long – FHWA
Evan Grimm – Washington DOT
Nate Proffitt – Engineering Operations
Orren Jennings
Ozan Celik - Geocomp
Richard Dunne – GPI
Samantha Marks – Collins Engineers
Sarah Ringling - Forsgren
Thomas Collins – Collins Engineers, Inc.
Zohan Salakhadinov – Engineering Operation
Diana Hellman - Fujifilm
Karen Davenport – Utah DOT
Lorella Angelini – Angelini Consulting Services
Peter Seibert – UHPC Solutions
Cody Parker – Utah DOT
Andrew Pack – Idaho DOT
Earl Franks – New Mexico DOT
Josh Sletten
Mitzi McIntyre – CTS Cement
Drew Garceau – Collins Engineers, Inc.
Greg Heilman
Karen Davenport
Greg Freeman – Kwik Bond Polymers
Patrick Martens
Benoit Cordoba – Wyoming DOT
Raj Ailaney – FHWA
David Brodowski – TrueTech Bridge

II. Welcome/Introductions

Herb welcomes everyone, takes roll call, and moves to accept minutes from the previous month's phone meeting. There are no objections and minutes are accepted.

III. Working Group Updates

Local Agency Outreach

No update since the last call. Still working on setting up presentations.



TSP2-Bridge_Preservation_Training_Flyer.pdf

<https://tsp2bridge.pavementpreservation.org/technical/fhwa/documents/>

Deck Preservation – Pat Marten

They hope to finish the resource guide by the end of this month.

All four partnerships agreed to contribute \$2500 to go towards research on waterproofing sealers and crack sealers. John Hooks was able to get matching funds from AASHTO TSP2 oversight panel for \$10,000 match. Have 20,000 to apply to project. In process trying tweak the problem statement and getting started on the project.

ETG given them go ahead to put together pocket guide on the installation rigid cementitious concrete overlays. Had the first meeting last month and looking for more membership. Looking for someone from each partnership and currently no one from the west. If you are interested contact Pat Marten to be included in the invite. 2nd Tuesday of each month (11 am EDT/ 8 PDT).

<https://www.google.com/url?q=https://zoom.us/j/97344399365?pwd%3DVBXJkSkwzSVU1MHZhTTJMWWdxbWZVUT09&sa=D&source=calendar&ust=1622556559115000&usg=AOvVaw1P72d9hQUvpB2rtiC8iWxy>

Survey on rigid cementitious concrete overlays was sent out to the states to see what they are using.

IV. TSP2 – WBPP Meeting – December 2021

2021 Meeting

John: We are planning on combining the Midwest and West meeting for December 7-9, 2021. Planning on joint agenda planning call on the third Wednesday of each month at 2 pm eastern. Combined agenda of both groups, hoping to include most of the presentations that were already planned. We are looking at half days Monday and Thursday. Full days on Tuesday and Wednesday. Probably increase the attendees by 25%. John and Darlene are going to discuss with venue about getting additional space for our

meeting. The half day meeting on Monday, might be an industry focus. A rough agenda was sent to the agenda planning group for both the Midwest and West groups.

Direct any questions or suggestions to John or Herb? Contact them if you are interested in attending the agenda planning group meeting.

V. Technical Topic: Split Timber Girder Repair – Natasha Butler, Colorado DOT

Many timber bridges within CDOT's inventory exhibit split timber girders. These split girders lead to issues such as reduced superstructure capacity (requiring load posting or limiting freight trucks), repeat maintenance for the splits and related deck issues, and once 25% of the girders are split, the superstructure is downgraded to an NBI rating of 4, placing the structure in Poor condition. CDOT's current repair method is a lag screw repair, and it has been found that this repair does not provide adequate strength or stiffness to eliminate the potential of progressive splits occurring in the girders adjacent to a split girder. We challenged our designers to work with our maintenance crews to develop a new repair method that could be turned into a worksheet and applied at a statewide level to address the issue. This presentation will discuss the designs that CDOT implemented via a pilot project on a 3-span timber bridge, including lessons learned and next steps for repairing our split girders at a statewide level.

Discussion:

Thad: Attaching sister beam to existing girder.

Natasha: Attaching through bolt at mid span.

Thad: That answers variance and thermal expansions.

Herb: Sounds like you prefer the sister beam method?

Natasha: Turning out to be cheaper than the incline lag repair. Like the simplicity of the load rating.

Pretty confident with the performance long term. After they do the proof test, they will get another data point for the incline lag repair. Maybe revisit design to make it easier and more affordable.

Dick Dunne: Did you think about bunding these to a contractor.

Natasha: They are looking at that right now. They have some funding to repair these structures statewide. The regions in Colorado are determining which ones will be done by contractors or maintenance staffs.

Chris Davis: Did you engage with industry on FRP?

Natasha: She believes the designer did most of the research on his own. They did not reach out for help on the design.

Chris Davis: Will reach out to Natasha to see if he could help to get a better experience with FRP on timber structures.

Chris Long: Caltrans repairs for sister beams, meant to get back to original load limit. What do other states do?

Herb: No timber bridges on state system.

Thad: No timber bridges on state system.

Natasha: Got details from Oregon on their timber bridge repairs. One state uses stirrups for their timber repairs.

Chris Long: Good idea to see what works best for these bridges.

VI. NEW BUSINESS:

Western Forum on Bridge Inspection Issues: Chris Keegan and Evan Grimm. Evan sit in on the southeastern states bridge forum bridge inspection issues. The Midwest is starting their own group. Are other states interested in forming a western group?

Evan: Would be interested from Washington.

Brandon: Would be interested from Nevada.

Herb: Will check to see if there is interest from Idaho.

Chris: Looking for a Champion on this. Set up a meeting to see the interest in the west.

Pacific Northwest Bridge Maintenance Conference April 26-28, 2022, Seaside, Oregon
Will be sending out email for presentation proposals over the next couple weeks.

Communications Group: Has put together a Linkin Page, see link below.

<https://www.linkedin.com/company/72277004/admin/>

VII. Administrative items/ New Business/ Current Budget/ Travel/ Annual Meeting

WBPP Directorship:

- Steering Committee Directors (per the By-Laws):
 - Current
 - (4) State: Herb McDowell, Andrew Blower, Brandon Henning, Natasha Butler
 - (1) Local: **Vacant**
 - (1) Academia: Chris Higgins
 - (2) Industry: Matt Harlan, Josh Sletten
 - (1) At-Large: **Vacant** (fill with State Agency)
 - (1) FHWA: Chris Long
- Officers:
 - Proposed: (per the By-Laws: State Agency Officers move up after serving 1 year term in that position)
 - Chair: Herb McDowell
 - State Vice Chair: Andrew Blower
 - Industry Vice Chair: Matt Harlan (3 year term)
 - Sec/Tres: Brandon Henning

Adjourn

July 7th will be the next web meeting. 11:00 – 12:00 PM (PDT)