

MINUTES OF AGC-DOT JOINT BRIDGE SUBCOMMITTEE MEETING

(Approved: 10/14/15)

The AGC-DOT Joint Bridge Subcommittee met on August 19th, 2015. Those in attendance were:

Tom Koch	State Structures Engineer (Co-Chairman)
Kevin Bowen	State Bridge Construction Engineer
John Pilipchuk	State Geotechnical Engineer
Brian Hanks	Assistant State Structures Engineer
Dan Nickel	Carolina Bridge Company
Chris Powers	Lee Construction Co.
Erick Frazier	S. T. Wooten Corporation
Randall Gattis	Sanford Contractors, Inc.
Don Tutterow	Thalle Construction
Larry Cagle	Thompson-Arthur Div., APAC-Atlantic, Inc.
Ryan Ilg	Zachry Construction Corporation
Scott Hidden	Geotechnical – Support Services Supervisor
Chris Kreider	Geotechnical – Eastern Regional Operations Engineer
Darren Scott	Materials and Tests – Structural Members Engineer
Bill Goodwin	Structures Management – Staff Engineer
Dan Muller	Structures Management – Project Engineer
Paul Lambert	Structures Management – Project Engineer
Todd Garrison	Structures Management – Engineering Supervisor (Secretary)

1. Approval of Minutes

The minutes of the April 8th, 2015 meeting were approved.

2. Epoxy Overlay PSP

Mr. Muller discussed revisions to the Project Special Provision for Epoxy Overlay. He stated the main change to the PSP involves the warranty. According to the revised PSP, the Contractor will be responsible for providing the NCDOT a warranty bond to guarantee the wearing surface for a 36 month period against defects such as delamination and poor skid resistance performance. He also stated that future changes to the PSP will involve clarification of two different placement options (mechanical distribution and hand distribution) and clarification to the testing section of the document. Mr. Muller mentioned that the revisions to the PSP are currently under review within Structures Management.

Structures Management will continue to review the revised PSP and release once finalized.

3. Separate Bid Items for Furnishing and Installing Piles

Mr. Gattis discussed previous experience with installed pile lengths not matching bid lengths, in some cases by a significant amount. He informed the subcommittee that bridge contract plans from other states such as South Carolina and Virginia include separate bid items for furnishing and installing piles. The bid item for pile furnishing would allow Contractors to appropriately bid on actual length of piles listed in the contract plans. The lump sum bid item for pile installation would account for actual costs required to drive the piles. Mr. Gattis proposed NCDOT discuss and incorporate these separate items into the bidding process.

The Department will discuss revising the current bidding process for piles.

4. Terminology for Temporary Shoring versus Temporary Walls

Mr. Gattis discussed previous uncertainties regarding shoring displayed on traffic control plans. He stated that the term shoring could refer to either sheet pile walls or temporary MSE retaining walls. Mr. Hidden stated that the Geotechnical Unit maintains a list of standard shoring notes and offered Contractors the opportunity to review and suggest changes to these notes to provide clarity. Mr. Hidden mentioned that the Standard Shoring Provision allows the Contractor to use cantilevered “standard temporary shoring” or a “standard temporary (MSE) wall”. Mr. Hidden stated that the standard shoring notes will specify the use of a standard temporary (MSE) wall if required at a particular location; otherwise the notes will specify certain types of shoring that shall not be used.

Contractors will review the standard shoring notes and provide Scott Hidden with suggested revisions for clarification, if any.

5. Pile Redrives

Mr. Gattis briefly shared general concerns regarding projects in which Contractors were requested to halt pile driving operations for a short time period then resume in effort to achieve bearing resistance.

No action required.

6. Acceptable Use of P-Joints

Mr. Nickel inquired about the use of P-joints instead of expansion joint seals. Mr. Hanks expressed the Department’s interest in finding trial bridge projects with low truck traffic on non-interstate routes to evaluate the installation process and in-service performance. Mr. Koch stated that although expansion joint seals are expensive and difficult to install, they provide exceptional performance and can be replaced if required.

Structures Management and Construction will continue to discuss P-joints and search for trial projects.

7. Water Test Requirements for Expansion Joint Seals

Mr. Nickel inquired about alternatives to water test requirements for expansion joint seals. He mentioned that some locations of the bridge, such as the high side of a superelevated cross-section, would only be subject to excessive amounts of water during the water test and would never experience that amount again while in service. Mr. Bowen stated that the water test should be performed uniformly across the entire structure to ensure a water-tight system and better prevent future maintenance problems.

No action required.

8. Requirement for Skidmore on Concrete Girder Diaphragms

Mr. Nickel proposed the elimination of Skidmore test requirements (for bolt DTI’s) for steel diaphragms used to connect prestressed concrete girders. Mr. Scott mentioned that failing Skidmore test results are not common if DTI’s are properly installed. Mr. Koch mentioned that although the test requirements may not be as critical for prestressed concrete girder

diaphragms, elimination of the requirements for steel girder diaphragms would not be an option.

Structures Management and Materials and Tests will discuss this proposal.

9. *Next Meeting*

The next meeting is scheduled for October 14th, 2015 in the Structures Management Conference Room C.