

MINUTES OF AGC-DOT JOINT BRIDGE SUBCOMMITTEE MEETING

(Approved: December 9, 2015)

The AGC-DOT Joint Bridge Subcommittee met on October 14th, 2015. Those in attendance were:

Greg Perfetti	Director of Field Support
Tom Koch	State Structures Engineer (Co-Chairman)
Berry Jenkins	Carolinas AGC – Highway Division Director (Co-Chairman)
Ron Hancock	State Construction Engineer
Kevin Bowen	State Bridge Construction Engineer
Brian Hanks	Assistant State Structures Engineer
Jay Boyd	Balfour Beatty Infrastructure
Todd Price	Blythe Construction, Inc.
Chris Britton	Buckeye Bridge, LLC
Sam LeNoble	Crowder Construction Co.
Adam Holcomb	Dane Construction, Inc.
Ben Bishop	HRI Bridge Co.
Chris Powers	Lee Construction Co.
Randall Gattis	Sanford Contractors, Inc.
Erick Frazier	S. T. Wooten Corporation
Larry Cagle	Thompson-Arthur Div., APAC-Atlantic, Inc.
Damien Hollifield	Young and McQueen Grading Co.
Scott Hidden	Geotechnical – Support Services Supervisor
Darren Scott	Materials and Tests – Structural Members Engineer
Paul Lambert	Structures Management – Project Engineer
Todd Garrison	Structures Management – Team Leader (Subcommittee Secretary)

1. Approval of Minutes

The minutes of the August 19th, 2015 meeting were approved.

2. New Budget Impacts on Division and Central Let Bridges

Mr. Perfetti discussed extra funding that has been committed to the bridge program and stressed the importance of prompt delivery of bridge projects to receive future funding. Mr. Koch reported that the additional funding allotted from the legislature to the state-funded bridge program will include \$50 million between now and June 30, 2016 and \$90 million between June 30, 2016 and June 30, 2017. Federally-funded amounts include \$75 million in 2016 and \$50 million in 2017. Mr. Koch also reported the following allotted funding and number of upcoming projects to be let in 2016 in each North Carolina division:

Division	No. of Projects	Funding
1	4	\$6.1M
2	8	\$5.9M
3	14	\$9.7M
4	5	\$2.9M
5	8	\$7.2M
6	4	\$2.8M
7	5	\$5.4M

Division	No. of Projects	Funding
8	5	\$3.2M
9	12	\$7.5M
10	7	\$3.4M
11	7	\$2.9M
12	12	\$9.4M
13	10	\$6.1
14	22	\$10.8

Furthermore in 2016, 8 Express Design-Build projects will be let in Division 11 and 2 Express Design-Build projects will be let in Division 13.

Mr. Hancock stated that reporting of project completion times with respect to bridge openings, as well as reporting of project progress throughout the construction phase, will increase in an effort to track progress and show how the allocated funding is being spent. Mr. Hancock asked the subcommittee for feedback on improving project delivery. The Contractors mentioned several ideas for packaging and letting of larger projects with multiple structures. These ideas included not mixing bridges and culverts in the same project, not mixing simple bridges (such as bridges with cored slab units) and more complex bridges (such as bridges with steel girders) in the same project, not including bridges located at large distances across a division in the same project, and reducing the total number of bridges included in the same project.

The NCDOT and Contractors will continue to discuss ways to improve project delivery.

3. *Profilograph of Bridge Decks*

Mr. Powers discussed issues with profilograph testing required on concrete decks for certain bridge lengths. He stated that in some instances, the deck is tested, test results are not satisfactory, corrective action is performed, and test results are worsened. Mr. Boyd and Mr. Frazier stated that the test is nearly impossible to pass in areas of bridge decks adjacent to transverse construction joints and unfinished expansion joints.

Mr. Bowen and Mr. Hancock explained that the test is required for bridges exceeding 1500 feet in length with the purpose of accomplish excellent rideability. They also mentioned that difficulty in achieving passing test results is common, requiring partial or full diamond grinding of bridge decks.

Construction will review the current special provision and established tolerances.

4. *Pile Restrikes and Redrives*

Mr. Powers discussed projects involving pile restrikes. There is confusion regarding the direction to restrike piles; when it is the Contractor's expense, when it is directed by the Resident Engineer, and the difficulties in ordering pile lengths. Mr. Boyd stated that the common discrepancy between estimated pile lengths and actual required lengths creates a hardship for bidding on these projects.

Mr. Hidden and Mr. Bowen explained that the intention is for the Contractor to drive piles until the required pile resistance is achieved. Prior to achieving that required resistance (bearing), there are a couple of potential decision points: 1) once the pile has been driven to minimum tip elevation, the Contractor may elect to try to freeze the pile and restrike it at their expense rather than splicing on and continuing, 2) once the pile has been driven to estimated plan length, the Department may choose to try to freeze the pile and pay for a restrike. Mr. Hidden clarified that the specifications are devised to prevent the Department from paying for excessive pile lengths.

5. *EPA Requirements Regarding Concrete Washout Structures*

Mr. Bowen discussed recent concerns from the Environmental Protection Agency regarding concrete washout areas on construction sites. The EPA is concerned about runoff from concrete truck washout operations into nearby streams. The Roadside Environmental Unit developed a provision and details for proposed washout structures to contain the unwanted runoff and address these concerns.

Mr. Jenkins expressed concern regarding inadequate space for these washout structures on typical job sites and that purchase of additional easement or right-of-way may be required as a result. Mr. Bowen advised that the provision and detail will be revised to incorporate changes that the Department and AGC identify for improvement.

Construction will continue to share information regarding this topic with the subcommittee.

6. *EPA Requirements Regarding Asbestos on Concrete Structures*

Mr. Bowen discussed recent concerns from the Environmental Protection Agency regarding asbestos in bridge material. A section of the EPA's Clean Air Act titled National Emission Standards for Hazardous Air Pollutants establishes rules and regulations for demolition of structures that may contain asbestos material. It has been determined that some bridge elements such as (but not limited to) expansion joint material, utility pipes and wraps, and bearing pads may contain asbestos. Mr. Bowen advised the subcommittee that bridge projects involving demolition will now be subject to an asbestos inspection. Once the Department decides how to proceed, the decision will be shared with AGC for comments.

Construction will continue to share information and report requirements regarding this topic with the subcommittee.

7. *DBE Payment Tracking System Entries, Department Audits*

Mr. Bowen discussed a recent DBE Payment Tracking System audit by the Construction Unit in each of the Resident Engineer offices, directed by the Chief Engineer. The audit found deficiencies in timely and accurate Contractor entries into the system, as well as timely Resident Engineer reviews of those entries. This initial audit was only on centrally let projects, but a follow up audit is scheduled for January and will include both central and division let projects. Mr. Bowen expressed the importance in catching up any delinquent entries in preparation for this upcoming audit.

8. *Next Meeting*

The next meeting is scheduled for December 9th, 2015 in the Structures Management Conference Room C.