

MINUTES OF AGC-DOT JOINT BRIDGE SUBCOMMITTEE MEETING

(Approved: August 10, 2016)

The AGC-DOT Joint Bridge Subcommittee met on December 9th, 2015. Those in attendance were:

Tom Koch	State Structures Engineer (Co-Chairman)
Kevin Bowen	State Bridge Construction Engineer
Chris Peoples	State Material Engineer
Brian Hanks	Assistant State Structures Engineer
Jay Boyd	Balfour Beatty Infrastructure
Lee Bradley	Blythe Construction, Inc.
Chris Britton	Buckeye Bridge, LLC
Sam LeNoble	Crowder Construction Co.
Adam Holcomb	Dane Construction, Inc.
Chris Powers	Lee Construction Co.
Randall Gattis	Sanford Contractors, Inc.
Erick Frazier	S. T. Wooten Corporation
Larry Cagle	Thompson-Arthur Div., APAC-Atlantic, Inc.
Martin Grem	Zachry Construction Corporation
Jeff Dellinger	NCDHHS/Public Health HHCUC
Jim Lueck	NCDHHS/Public Health HHCUC
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 October 14th, 2015 meeting were approved.

2. Bridge Demolition Inspection for Asbestos

Mr. Dellinger presented the subcommittee with information regarding EPA Asbestos NESHAP (National Emission Standards for Hazardous Air Pollutants). For bridge replacement or rehabilitation projects involving demolition or renovation, Contractors will be required to have the bridge inspected for asbestos material and then notify the NCPH HHCUC (North Carolina Public Health, Health Hazards Control Unit) 10 working days prior to beginning demolition or renovation. Inspectors must be accredited by the HHCUC. Mr. Dellinger provided the subcommittee with a sample asbestos permit application and notification form that will be required for each project.

Mr. Bowen informed the subcommittee that the Department goal is to eventually conduct these inspections concurrently with our 2 year bridge inspection program. Until this plan can be implemented, the Construction Unit is developing a special provision for this inspection requirement, to include in February 2016 letting. At that time, Contractors will be required to hire accredited, prequalified specialists to perform the inspections until DOT can begin to have these inspections conducted in advance. The special provision will address removal or abatement of asbestos containing material paid for via supplemental agreement.

Contractors agreed that in the future they would prefer a separate pay items for asbestos inspection, rather than it being incidental to the bridge demolition.

The Construction Unit will continue to discuss the asbestos inspection process. The Construction Unit agreed to assist Public Health HHCU in the development of a practically completed asbestos notification form for a bridge demolition project to provide Contractors as an example. The Construction Unit will make available a list of individuals/companies qualified for asbestos inspection and abatement.

3. *Use of Non-Approved Steel Fabricators*

Mr. Scott discussed recent issues with steel fabricators not present on the Department's approved producer/supplier list which have been submitting shop drawings to Materials and Tests and Structures Management. He stated that Section 1072 of the Standard Specifications requires the use of approved fabricators.

Mr. Scott clarified that Materials and Tests would willingly evaluate steel fabricators not present on the approved list, but that the evaluation process deserves ample time for quality assurance. The evaluation typically involves review of AISC and welding certifications, welding procedures, qualification records, quality control manuals, etc., as well as a site visit to the steel fabrication plant to verify quality before approving the producer.

Materials and Tests requests the Contractors select steel fabricators from the approved producer/supplier list for future projects. The approved list is available at the following website: <https://apps.ncdot.gov/vendor/approvedproducts/Producer.aspx>.

4. *Bridge Deck Rideability Project Special Provision*

Profilograph tests were discussed at the previous meeting (October 14, 2015). Mr. Gattis asked if this test, which is designed with a strict tolerance to achieve exceptional rideability on bridge decks, is required by the federal government. Mr. Peoples explained that the test is not required by the federal government but is strongly encouraged. The Department's current provision requires the test for bridges exceeding 1500 feet in length. Mr. Peoples also stated that the federal government recommends the test on all bridge decks, regardless of bridge length.

Mr. Gattis stated that in some instances, even if passing results are achieved from the profilograph test and the bridge deck has excellent rideability when opened for traffic, the rideability has declined after years of service or in certain conditions (for example, bridge decks on concrete girders that experience shrinkage during cold weather or steel girders that do not deflect as anticipated).

The Contractors agreed that achieving the required profilograph test results often proves to be extremely difficult.

The Construction Unit will continue to discuss the profilograph test. The Construction Unit will also discuss the Contractor's suggestion of including diamond grinding as a pay item.

5. Minimum Concrete Overlay Thickness

Mr. Gattis shared his experience on a cored slab project in which the concrete cover between the reinforcing steel in the concrete wearing surface and the top of the cored slab units was not sufficient. The concrete wearing surface was detailed as 3-5/8 inches minimum at midspan. Mr. Gattis suggested a minimum concrete overlay thickness of 4-1/4 inches for adequate clearance below the reinforcement.

Furthermore, Mr. Gattis suggested using concrete overlays for all cored slab and box beam bridges, regardless of route or quantity of truck traffic. However, Mr. Cagle stated that construction time and cost would significantly increase on these bridges if concrete overlays were used instead of asphalt overlays.

Structures Management will investigate the request to increase the minimum concrete wearing surface thickness, which is currently 3-1/2 inches.

6. Next Meeting

The next meeting was scheduled for February 10th, 2016. However, due to the AGC-DOT Workshops scheduled in February and March 2016, the February 10th, 2016 meeting was cancelled. Therefore, the next meeting is scheduled for April 13th, 2016.

Post Meeting Notes

Due to a limited agenda, the April 13th, 2016 meeting was cancelled.

The next meeting is scheduled for June 8th, 2016.