

MINUTES OF AGC-DOT JOINT BRIDGE SUBCOMMITTEE MEETING
(Approved: February 8, 2017)

The AGC-DOT Joint Bridge Subcommittee met on December 14th, 2016. Those in attendance were:

Tom Koch	State Structures Engineer
Jay Boyd	Balfour Beatty Infrastructure
Lee Bradley	Blythe Construction, Inc.
Adam Holcomb	Dane Construction, Inc.
Evan Dixon	Dellinger, Inc.
Chris Powers	Lee Construction Company of the Carolinas, Inc.
Randall Gattis	Sanford Contractors, Inc.
Larry Cagle	Thompson-Arthur Div., APAC-Atlantic, Inc.
Damien Hollifield	Young & McQueen Grading Company, Inc.
Berry Jenkins	Carolinas AGC
Lamar Sylvester	Construction Unit
Aaron Earwood	Construction Unit
John Pilipchuk	Geotechnical Unit
Scott Hidden	Geotechnical Unit
Brian Hunter	Materials & Tests Unit
Dan Muller	Structures Management Unit
Trey Carroll	Structures Management Unit

1. Introductions

Attendee introductions

2. Approval of Minutes

Tom Koch shared a copy of the minutes from the August 10th, 2016 meeting. No meeting was held in October due to Hurricane Matthew.

Berry Jenkins reiterated from the last meeting the idea of having individuals representing the Divisions join in the committee meetings. Lamar Sylvester and Aaron Earwood suggested adding a Division Construction Engineer and Project Development Engineer from each region. **Construction Unit to provide potential names to Berry and Tom.**

Berry reminded attendees that the hours spent with the committee can count towards Professional Development Hours (PDHs).

Minutes of the August 10th, 2016 meeting were approved.

3. Proposed Changes to Spec Book Sections 411 and 450

Scott Hidden shared copies of proposed changes to Spec Book Section 411 – Drilled Piers. Proposed changes include updating guidance on Polymer Slurry and clarifying NCDOT will not pay for SPT Testing that is conducted to determine if temporary casing is necessary.

Scott shared copies of proposed changes to Spec Book Section 450 – Piles. Proposed changes include specifying the use of AASHTO driving stress limits for severe corrosive environments when calcium nitrite corrosion inhibitor is required for prestressed concrete piles and adding pay items for Pile Driving Equipment Setup. The new pay items are intended to separate fixed costs from per linear foot costs associated with driving piles. Emphasizes was made that these pay items only apply to driven piles and not drilled-in piles.

4. Pile Redrives

Lee Bradley requested NCDOT consider using a base price for pile redrives and gave the example that South Carolina allows a price per linear foot for pile redrives. Randall Gattis suggested using a lump sum total that the committee would agree upon. **NCDOT will investigate this request.**

5. Column Height for Drilled Piers

Randall Gattis requested SMU consider increasing the height at which a column on a drilled pier would be the same diameter as the drilled pier from the current 3'-0" or less height per Design Manual 7.4.5.2. **SMU will investigate this request.**

6. Use of IRI for Rideability

AGC inquired about the use of IRI for rideability. Aaron Earwood indicated that the Department is moving forward with writing specifications for using IRI for rideability. The Department will IRI an existing bridge that originally used Rainhart and compare the results. Aaron stated that the IRI spec will not allow for joints to be installed until after the profile is completed. **Construction Unit and SMU to continue working on IRI Specification.**

Aaron Earwood questioned the requirements for diamond grinding and grooving of bridge decks for rideability. Aaron said that the proposed specs should say that if contractor diamond grinds a section, grooving will be paid for. Questions were raised about what the procedure should be for having both grinding and grooving in a bridge deck. Suggestions were made that for certain decks it may be more feasible to diamond grind the entire deck since the equipment will already be mobilized. **SMU and Construction Unit will discuss both internally and with other states to determine NCDOT preference.**

7. Use of FIB Prestressed Concrete Girders

Tom Koch shared that SMU is in the process of adding the Florida I Beam prestressed concrete girder shapes to its list of standard girders. Tom mentioned that these girders are capable of lengths longer than the current SMU maximum recommended shipping length of 135'. Tom asked if there were any comment or concerns with increasing the shipping lengths to be more comparable to other states. One contractor stated they shipped 150' long FIB girders and there weren't any issues.

Tom asked if any contractors have had issues/problems with K-frame diaphragm fitup for Modified Bulb Tee girders. Contractors stated there had been no problems.

8. HiCAMS

Berry Jenkins (for Kevin Burns) questioned the amount of time it takes for concrete mixes coming from the plants to be approved and how this relates to the HiCAM system. **M&T and Construction Unit will discuss streamlining the process.**

9. Post Tensioning Box Beams and Cored Slabs on Skews

Aaron Earwood shared that the Construction Unit is proposing the requirement for contractors performing post tensioning on box beam and cored slab units that are on a skew to only be allowed to jack along the skew. Aaron cited safety concerns and issues with getting wedges properly set when attempting to jack perpendicular to the unit instead of along the skew. In addition to the requirement for jacking, double action jacks will be required. Randall Gattis asked would single action jacks be permitted for use with 90 degree skews. **Construction Unit will continue discussing these requirements.**

Aaron stated post tensioning operations allow for the use of 1 or 2 jacks. Some contractors stated they had been required to use 2 jacks on past projects. **Construction Unit will discuss adding a note on plans and adding language to the Spec book to clarify that 1 or 2 jacks may be used when performing post tensioning operations for box beam and cored slab units.**

10. Update on Division Projects-Construction Times

Lamar Sylvester shared with the group that there has been discussion between Division Construction Engineers and Division personnel about construction time guidelines and maintaining consistency among division contracts.

11. Update on DBE

Lamar Sylvester shared with the group that there will be a pilot project running in 2017 from January to September for DBE banking for Division let projects.

12. Safety

A question was raised concerning should NCDOT personnel be abiding by the contractor's safety requirements. It was stated that NCDOT has its own safety policy in place. **NCDOT will discuss with their personnel about the Departments safety policy.**

The next AGC Meeting is planned for February 8, 2017.