

MINUTES OF AGC-DOT JOINT BRIDGE SUBCOMMITTEE MEETING
(Approved February 12, 2025)

The AGC-DOT Joint Bridge Subcommittee met on December 11, 2024. Those in attendance were:

Brian Hanks	State Structures Engineer (Co-Chairman)
Victor Barbour	Carolinas AGC – Highway Division Director (Co-Chairman)
Troy Brooks	State Construction Engineer
Liam Shannon	Assistant State Construction Engineer – Eastern Region
Brian Skeens*	Assistant State Construction Engineer – Western Region
Aaron Earwood	State Bridge Construction Engineer
Aaron Griffith	Construction Unit – Bridge Construction Engineer – Western
Tyler Rogers	Construction Unit – Bridge Construction Engineer – Western
Patrick Cheeves	Construction Unit – Bridge Construction Engineer – Eastern
Randy Hall	Construction Unit – Bridge Construction Engineer – Eastern
Michelle Gaddy*	Construction Unit – State Construction Operations Engineer
Todd Whittington	State Materials Engineer
Cabell Garbee	M&T Unit – Manufactured Products Engineer
Natalie Bravo	M&T Unit – Manufactured Products Staff Engineer
Matt Alexander	State Geotechnical Engineer
Tom Santee	Assistant State Geotechnical Engineer – Eastern Region
Scott Hidden*	Geotechnical Unit – Support Services Supervisor
James Bolden, Jr.	Structures Management Unit – Project Engineer
Nicholas Pierce	Structures Management Unit – Project Engineer
Doug Cantrell	Structures Management Unit – Bridge Preservation Team Leader
Eskedar Bayissa	Structures Management Unit – Bridge Preservation Engineer
Tim Sherrill	Structures Management Unit – Bridge Preservation Engineer
Brian Gackstetter	Engineering Coordination & Safety Branch
Mark Newman	NHM Constructors, LLC
Erick Frazier	S. T. Wooten Corporation
Adam Holcomb	Dane Construction, Inc.
Peter Distefano*	Balfour Beatty
Brett Dietrich*	Landford Brothers
Justin Carter	Sanford Contractors
Nathan Thomas*	Smith-Rowe
Chris Powers	Lee Construction Co.
Adrian Price*	Flatiron Corporation
Sean O’Neal*	Flatiron Corporation
Caleb Ellis*	Fred Smith Company
Kyle Willey*	Crowder
Damien Hollifield*	Branch Civil
Tanya Ball*	Wright Brothers
Dan Paulsen	Blythe Construction
Brian Weathersby	Reeves Construction
Justin Carter	Sanford Contractors

* Joined Via Microsoft Teams

The minutes of the October 9th, 2024, meeting were reviewed and approved.

The following items of new business were discussed:

1. *RR Flagging*

Mr. Earwood brought up a topic that has been previously discussed in AGC meetings, regarding railroad flagging services and inconsistent payments. Mr. Gackstetter from NCDOT Rail Division discussed the current provision which requires Contractors to subcontract the railroad protective services for Norfolk Southern projects.

The current provision does not address if flaggers get paid for travel time to and from the project site. Also, the current provision is set up based on 12-hour workdays. There was discussion on better ways to account for longer or shortened days. There was also discussion on if flaggers should be paid on days that they are on stand-by to keep them on the project site and avoid losing the flagger to another project. Revisions to the flagging special provision may be needed to address these issues. It was decided that a smaller work group would be worthwhile to propose solutions.

ACTION ITEM: Construction Unit to work with Rail Division on potential provision changes. AGC and NCDOT set up a workgroup to discuss these issues further.

2. *Asbestos Inspections*

Mr. Hall discussed a project that was demolishing an existing bridge, but apparently did not have an asbestos inspection. Once this was discovered, this was reported to the Department of Health and Human Services (DHHS) and resulted in a Notice of Violation.

Mr. Earwood shared information on asbestos inspections requirements and how to submit the required documentation to DHHS.

Asbestos inspection requirements can be found at:
<https://epi.dph.ncdhhs.gov/asbestos/demolition.html>

Forms and permits for asbestos demolition and/or removal can be found at:
<https://epi.dph.ncdhhs.gov/asbestos/forms.html>

The Construction Unit emphasized that Contractors should be submitting demolition notifications and revised notifications to DHHS and copying the Resident Engineer.

The Construction Unit has been working with Structures Management to complete asbestos inspections prior to project letting, which will help prevent asbestos inspections impacting the construction schedule. It was noted that there may be a 3-year limit on the validity of asbestos inspections prior to a bridge demolition. This will need to be investigated.

ACTION ITEM: Construction Unit to work with Structures Management to have asbestos inspections occur prior to project letting.

3. Acceptance of bridge deck and rail Article 105-17

Mr. Frazer discussed bridge deck and rail acceptance on projects that have multiple bridges where some bridges can be open to traffic for a significant period before the project is complete. He was seeking clarity on what is considered warranty work compared to normal wear and tear.

The Construction Unit described the process, noting that an inspection should occur before the bridge deck and rail are open to traffic. Unless otherwise stated in the contract, after the bridge is open to traffic, the warranty period on the deck and rail begins. Just prior to the guarantee period expiring, another inspection is performed. Defects found on the second inspection, but not on the first inspection, could be considered warranty work. In most instances, minor deck cracking is considered normal wear and tear. Spalls or defects to joints would typically be considered warranty work.

Mr. Brooks recommended that if there is any dispute on warranty work between the Resident Engineer and the Contractor, that the Construction Unit should be contacted so consistent decisions are being made.

4. Hurricane Helene Bridge Update

Hurricane Helene damaged a large number of roads and bridges in western North Carolina in the fall of 2024. Since then, NCDOT has been working extensively to open roads, build temporary bridges, and to replace damaged bridges. As more assessments are completed, the list of damaged roads and bridges continues to increase. NCDOT has a goal to make all repairs and build permanent bridge replacements within a couple of years.

NCDOT is in the process of advertising and letting several different projects to accomplish its hurricane recovery goals. The types of project delivery methods varies from bid-build, progressive design-build, express design-build, and CMGC. NCDOT staff will also assist in replacing damaged structures.

The Construction Unit and Structures Management provided updates on the status of upcoming projects related to Hurricane Helene. There have been project packages recently advertised in Divisions 13 and 14. Additional project packages will be advertised in early January. As work progresses through the first project packages, updates and revisions will be made to future project packages based on lessons learned.

Mr. Barbour suggested that some project packages should be smaller in scale so a larger pool of Contractors can be utilized. Having large bundled project packages can only be delivered by a small number of very large Contractors.

Contractors asked where is the best place to find information on upcoming project packages. The Construction Unit noted that current and upcoming project package information is available on the Alternative Delivery Unit website.

In an effort to reduce risk, certain project details, like streambank restoration, have been included directly into the project packages. In the first project packages, streambank

restoration will occur 15ft. upstream and downstream of the limits of the bridge as a lump sum pay item.

The Construction Unit has proactively coordinated with precast concrete suppliers to produce precast items, such as cored slabs and box beams, that are anticipated to be used frequently in upcoming project packages. This should reduce lead times for these items, so they are more readily available for Contractors.

Materials and Test Unit (M&T) has also contacted many producers and suppliers who are eager to help with hurricane recovery efforts. These producers and suppliers will prioritize orders related to hurricane recovery. Mr. Garbee noted that all materials need to be inspected and approved by M&T to receive federal reimbursement. If Contractors want to use vendors outside of NCDOT's approved producer and supplier lists, M&T is willing to assist in that process.

Contractors highlighted that bridge rails could also become a high demand item, and that anchoring certain bridge rails into cored slab units can be an issue.

5. Bridge Building Competition

Mr. Earwood noted that the middle and high school bridge building competition sponsored by AGC and ACEC will have its 25th Anniversary in 2025. So far, 17 teams have registered, but would like to see more schools enter and compete. AGC is supplying the awards, ACEC is providing supplies to teams. The registration deadline is March, but registration before the end of the calendar year is preferred. The regional competitions are in March and the finals are in April. A poster has been created for the competition and Mr. Earwood will distribute the poster to interested parties. Contractors, private engineering firms, and NCDOT personnel are encouraged to volunteer and can participate as competition judges.

**** Upcoming 2025 Meeting Dates:**

February 12th
April 9th
June 11th
August 13th
October 8th
December 10th