

MINUTES OF AGC-DOT JOINT BRIDGE SUBCOMMITTEE MEETING
(Approved June 11, 2025)

The AGC-DOT Joint Bridge Subcommittee met on February 12, 2025. Those in attendance were:

David Snoke	State Structures Engineer (Co-Chairman)
Victor Barbour	Carolinas AGC – Highway Division Director (Co-Chairman)
Emily McGraw	Director of Highway Operations
Troy Brooks	State Construction Engineer
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
Gichuru Muchane	Assistant State Structures Engineer
Trey Carroll	Assistant State Structures Engineer
Kristy Alford	Structures Management Unit – Project Engineer
Todd Whittington	State Materials Engineer
Cabell Garbee	M&T Unit – Manufactured Products Engineer
Natalie Bravo	M&T Unit – Manufactured Products Staff Engineer
Brian Hunter*	M&T State Laboratory Operations Manager
Jason Civils	M&T Unit
Tom Santee	Assistant State Geotechnical Engineer – Eastern Region
Scott Hidden	Geotechnical Unit – Support Services Supervisor
Majid Khazaei	Geotechnical Unit
Nick Tuttle	Geotechnical Unit
James Bolden, Jr.	Structures Management Unit – Project Engineer
Nicholas Pierce	Structures Management Unit – Project Engineer
Asa Godfrey	Structures Management Unit - Team Leader
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
Caleb Ellis	Fred Smith Company
Damien Hollifield*	Branch Civil
Tanya Ball*	Wright Brothers
Dan Paulsen	Blythe Construction
Jerrad Steward	Conti Civil

* Joined Via Microsoft Teams

The minutes of the December 11th, 2024, meeting were reviewed and approved.

The following items of new business were discussed:

1. Pre-installed Overhang Jacks

Mr. Earwood initiated a discussion on the practice of pre-installing overhang jacks on exterior girders prior to erection. The group considered whether this approach might cause girders to shift out of plumb during lifting, potentially resulting in overstressing of the girder.

Overall, the consensus was that pre-installing overhang jacks is generally a faster and safer method. In most cases, it does not appear to compromise the integrity of the girder. However, it was acknowledged that for certain girder types with longer span lengths, this practice may present concerns and warrant further engineering analysis.

Two contractors noted that they had their engineers account for the pre-installed jacks in the girder lifting calculations to address any potential issues.

Mr. Barbour suggested that Construction consider surveying Area Construction Engineers to determine whether pre-installation of overhang jacks has been used on long-span girders and if any issues have been encountered.

*ACTION ITEM: Construction and SMU to discuss the practice internally.

2. RR Flagging

Mr. Barbour noted that ongoing issues with railroad (RR) flagging services and inconsistent payment continue to impact projects. These challenges are increasing costs for NCDOT and causing disruptions to construction schedules.

Mr. Earwood reported that the Construction Unit is in the process of forming a committee to explore alternative solutions. Mr. Barbour has provided a list of AGC representatives recommended for participation in this effort.

Mr. Barbour also emphasized that this issue affects paving contractors as well and suggested that it would be beneficial to address the need for railroad flaggers in paving operations through updates to the special provisions.

The option of NCDOT providing direct payment for RR flagging services was discussed as a potential alternative approach.

*ACTION ITEM: AGC and Construction to continue working on establishing a committee with NC Rail

3. Hurricane Helene Bridge Update

Mr. Barbour asked about the progress of the recovery.

Mr. Earwood reported that temporary emergency repairs are progressing well, with the temporary replacement bridges nearing completion. He shared the number of projects that have already been let, as well as projections for upcoming lettings. He also reviewed the various delivery methods being utilized, including emergency/express design-build, traditional design-bid-build, progressive design-build, and Construction Manager/General Contractor (CMGC). Mr. Earwood noted that Division 13 continues to identify additional bridges needing replacement as hurricane cleanup efforts advance, and new projects will be created accordingly.

He further noted that recent lettings had a wide range of bid prices and asked the group whether there is any additional information NCDOT could provide in future hurricane recovery advertisements to help contractors prepare more consistent bids. Mr. Newman asked whether bid prices appear more aligned with one another on sites where bridge approaches have less damage, compared where approaches required major reconstruction. Mr. Barbour and Mr. Newman also raised concerns about uncertainty surrounding the amount of stream restoration work required at some sites.

Mr. Earwood stated that only four more Emergency Express Design Build hurricane recovery projects remain to be let and encouraged committee members to share any suggestions that may help improve bid consistency—either directly with the Construction Unit or during pre-let meetings.

Mr. Frazier mentioned there is some confusion regarding easement locations and expectations. He also noted one site in particular, where a significant number of utilities are relocated for the current detour alignment, it is unclear whether those utilities will need to be relocated under the final construction conditions.

Mr. Barbour inquired about the handling of temporary bridges. Mr. Earwood responded that this will be site-dependent; in some cases, the temporary bridge may need to be relocated, while in others it may remain in place to facilitate construction of the permanent structure.

Mr. Barbour also expressed concern about potential material availability issues, given the number of projects being let in a short period of time. Mr. Earwood encouraged the group to promptly notify the NCDOT Construction Unit if material shortages become a concern.

**** Upcoming 2025 Meeting Dates:**

April 9th (Cancelled)

June 11th

August 13th

October 8th

December 10th