

MINUTES OF DOT-AGC BRIDGE DESIGN SUBCOMMITTEE MEETING

The DOT-AGC Joint Bridge Design Subcommittee met on November 15, 1999. Those in attendance were:

Tim Rountree	State Bridge Design Engineer
Berry Jenkins	Manager of Highway Heavy Division, Carolinas Branch AGC (Co-Chairman)
Ron Shaw	Lee Construction Company of Carolinas
Larry Cagle	Thompson-Arthur Paving Co.
Greg Nelson	S. T. Wooten
Ron Hancock	Bridge Construction Engineer
John Ledbetter	State Soils & Foundations Engineer
Greg Perfetti	Assistant State Bridge Design Engineer
Rob Woodruff	Structure Design Project Engineer
Rodger Rochelle	Structure Design Project Design Engineer (Secretary)
Gerry Overton	Structure Design Engineer

The following items of business were discussed:

1. The minutes of the September 27, 1999 meeting were accepted.
2. *Pile Tonnage*

Mr. Ledbetter stated that Mr. Simon would object to any reduction in the pile tonnage specified for FHWA projects. Mr. Cagle emphasized that 25% of the hammers submitted in the last 18 months would be denied under current policy. He further reiterated that the higher tonnage will often require a bigger hammer and therefore a bigger crane. He stated that this increased tonnage will actually make the structure more expensive, particularly on smaller projects. Mr. Woodruff stated that perhaps the policy could be refined to require the designer to check the feasibility of specifying lower tonnage where the higher tonnage does not benefit the economy of the structure. Mr. Rountree stated that Structure Design will investigate further those instances in which lower tonnage may be employed.

3. *Armored Evazote Joints/Elastomeric Concrete*

Mr. Nelson asked about the possibility of substituting a vertical plate in lieu of the angle for the armor of these joints. Mr. Nelson stated that South Carolina uses this type of armor with good success. Mr. Woodruff recognized the added cost of the current system but emphasized Structure Design's concerns regarding long term durability and maintenance of the joints. Mr. Woodruff further stated that the Bridge Maintenance Unit has used this type joint many times and likes the long term prospects of the joint. Mr. Nelson asked the committee if a trial project would be allowed using the vertical plate. Mr. Hancock agreed to relay the trial project proposal to Mr. Powell. Mr.

Rountree stated that Structure Design will confer with South Carolina as to their usage of the joint system and its relative merits.

4. *Causeway Riprap as Slope Protection*

Mr. Woodruff recited a plan note that has been drafted to alert the Contractor that causeway riprap may be recycled for use in slope protection. In which case, this slope protection would be paid for on a square yard basis to negate the need for weighing the stone. Further instruction would then be provided in the Causeway Special Provision.

Mr. Jenkins supported this recycling policy. Mr. Cagle stated that the policy as proposed may not suffice. On larger projects, in particular, the timing of the removal of the causeway and the placement of the slope protection may cause difficulty. The idea of creating two pay items for the slope protection, one for the recycled slope protection paid in square yards and the remainder paid by the ton was considered. However, Mr. Hancock stated that a minimization of pay items is warranted; therefore, it was decided that the pay item will remain tons for all slope protection. A simple plan note will be added that allows the Contractor to recycle causeway riprap. Additionally, the Special Provision will include verbiage addressing payment of recycled riprap and limiting underrun claims for slope protection.

5. *Existing Bridge Information*

Mr. Rountree introduced the problem of inaccuracy in existing bridge information required for rehabilitation and widening projects. In the past, a note was used to require the Resident Engineer to certify beam lengths prior to beginning construction. This note is no longer used, however. Mr. Hancock stated that access is difficult to verify these lengths. Mr. Rountree stated that Structure Design rarely receives all the information required from the Location and Surveys Unit on these type projects. An internal meeting is probably required but the discussion was deferred to the next AGC-DOT meeting to include Mr. Powell.

6. *Other*

i. *DBE Regulations*

Mr. Jenkins reported that new DBE Regulations will take effect with the January letting. The regulations will include race-conscious goals of 7.4%. Additionally, compliance of these regulations will be based on payment, and as such, submittal of payment information to the DOT will be required of the Contractors. At this time, the retainage and acceptance of work provisions are still under scrutiny. For now, the retainage provisions of the current regulations remain in effect. The Contractors will also be asked to submit information on subcontractor bidders to initiate a database of DBE bidders.

ii. *Meeting with Division Personnel*

Mr. Hancock reported that a meeting was held with Division personnel recently at which it was proposed that submittals go directly to the reviewing agency. The Resident Engineer would receive a copy of each submittal and each approval. It is envisioned that a master list of required submittals will be included in a Project Special Provision for future structure projects. Mr. Shaw stated that South Carolina takes this approach. The Contractors present agreed that this procedure should be implemented.