

MINUTES OF DOT-AGC BRIDGE DESIGN SUBCOMMITTEE MEETING

The DOT-AGC Joint Bridge Design Subcommittee met on June 8th, 2005. Those in attendance were:

Berry Jenkins	Manager of Highway Heavy Division, Carolinas Branch AGC (Co-Chairman)
Greg Perfetti	State Bridge Design Engineer (Co-Chairman)
Richard Holshouser	Sanford Contractors, Inc.
Mark Lively	Crowder Construction
Chris Britton	Taylor & Murphy Construction Co.
Greg Canniff	REA Contracting, LLC
Ron Hancock	State Bridge Construction Engineer
Allen Raynor	Assistant State Bridge Design Engineer
Tom Koch	Structure Design Project Engineer
James Gaither	Structure Design Engineer
Jeff Vones	Structure Design Engineer
Scott Hidden	Geotech Design Engineer
Chris Kreider	Geotech Design Engineer

During the review of the April 13th, 2005 meeting minutes, the following items were discussed:

1. *Foundation preferences regarding railroad structures*
Mr. Hancock stated that railroad owners prefer pile foundations rather than drilled shafts. The preference for the pile foundations relates more to reduced construction time rather than money.
2. *Track protection over CSX alignments*
Mr. Hancock discussed the track protection requirements for construction and demolition over CSX alignments. A suspended floor system is necessary under structure demolition to protect the track below. The vertical clearance under this floor system must provide as much clearance as structure that is being removed, but not as much as is required for the new structure.

The minutes of the April 13th, 2005 meeting were approved.

The following items of new business were discussed:

1. *50 ksi Steel for all Steel Piles*
Mr. Hidden discussed the adoption of 50 ksi material as the standard when specifying steel piles. This is due to the fact that mills and suppliers are producing and stocking 50 ksi material as their standard and the price differentials no longer exist. Structure Design stated they will change the provisions to require 50 ksi steel for all steel piles.
2. *Revisions to Standard Specifications – Sections 450 & 452*
Mr. Hidden reviewed the changes to the Standard Specifications:
 - Removal of abandoned technologies such as cast-in-place piles
 - Addition of PSP items that applied to all projects
 - Removal of pile jetting (now a PSP)

- Clearing and grubbing removed
- Pile hammer review timeline shortened from 40 to 20 working days and a limit of two acceptable hammer types per pile per submittal
- Clarification of when submittals are required
 - Special cases such as vibratory driving
 - Deviation from standard driving methods
 - Allow electronic submittals for faster turn-around
- Provision will give minimum and maximum blows per foot to better ensure the proper sized hammer being used
- Allow for use of vibratory hammers but require approval
- Provision for visual inspection of the cap block (hammer cushion)
- Provisions for coating protection when driving templates are used
- The pay item for galvanized piles may change from lump sum to linear feet
- Pile Points go to M&T for approval. The approved products web site is cumbersome to use so most contractors contact Mr. Jenkins directly. Contractors requested a point of contact within M&T.
- There will be a new pay item for pile redriving when required by the Engineer
- Pile refusal is defined as 180 blows. If tip elevation has not been reached, contractors are to contact Chris Kreider of Geotech.
- Stone slope protection provisions were removed
- Provisions for foundation seal were deleted
- Metallizing of piles is still a PSP

3. *Other*

Discussion of requirement for painting girders in field: Contractors want to shop paint girders and field touch-up or do as many shop coats as possible. Suitable coating systems must be selected to eliminate bonding issues with subsequent coats but it was agreed these systems are commonly available.

Mr. Jenkins inquired if any of the contractors have heard anything regarding a concrete shortage. No one had heard anything relating to a shortage but noted that the cost of concrete continues to rise.

Contractors noted that steel prices appear to be stabilizing but remain high. Delivery time is roughly 30 weeks to nine months and the fabricators wait for the mills.

IBRC (Deck Bulb Tee) Bridge was awarded to Lee Construction. Standard Concrete of Georgia will supply the girders.

4. *Next Meeting*

The next meeting is scheduled for August 10th, 2005 in the Structure Design Conference Room C.