

NCDOT – PCI Joint Meeting Minutes
November 18th, 2010, 1:30 PM

The meeting started with self introductions. The following were in attendance:
Reid Castrodale, Jack Cowsert, Peter Finsen, Brian Hanks, Chip Harris, Tom Koch, Mike Means, Trudy Mullins, J. R. Parimuha, Chris Peoples, Greg Perfetti, Allen Raynor, Mike Robinson, Gary Shrieves, Paul Sprouse, David Stark and Jeff White.

The minutes of the July 15th, 2010 meeting were reviewed and approved as amended

Old Business

1. Specification Revisions: The following items were discussed:

Item 1:

A clarification was requested for the wording “submit complete working drawings ...” on the first page, section 1078-1(B), and whether piles, cored slabs and box beams should not be part of this requirement. Wording in the Project Special Provision will be revised to require working drawings only for girders.

Tabs for SIP supports need to be shown on the working drawings. The Industry stated that they are OK with this, but encouraged the Department to inform contractors because they affect delivery time and cost of girders. DOT responded that it was brought up to AGC. The Industry wanted to be sure these changes were also communicated with contractors that were not AGC members.

Trudy stated that hanger spacing has always been a requirement on the false work drawings.

Industry requested that the following language be added in the first sentence of 1078-1(B) after the word “members”: “excluding cored slabs”. Structure Design committed to change the wording and discuss at the next meeting.

Item 2:

The industry asked if the internal hold down specification in the last paragraph of 1078-9 allowed for the voids to be attached to strands, and the Department responded affirmatively. The Industry inquired whether bottom hold downs would be approved and Department replied no, that conflicts with box beam void drains would a problem. After some discussion on potential wording changes, it was concluded that the wording should stay the same.

Item 3:

In 1078-12, the third paragraph, last sentence, the Industry asked what are the “methods acceptable”. The Department responded that the reference to Dr. Paul Zia was taken out. No action is needed on this item, but the Industry requested that the Research Unit post the report electronically.

Item 4:

In 1078-14, 45” height girders, (Type III) that are long may need to be included in this section. Currently, this is a requirement only for girders greater than 54” in height. The Industry asked that the last sentence of 1078-14, the wording be changed from “As necessary”, to “As requested”.

Item 5:

In section 1078-16(A) Differential camber of adjacent members and differential span width of adjacent spans is addressed. As is current practice, this will be checked during fit up on the producer’s yard and again when the members are placed in the structure.

In section 1078-16(B), the industry commented that the 1/4” tolerance for the diaphragm bolts is too tight. Brian Hanks and Jeff White will get together to discuss this.

2. Internal hold downs.

This item was discussed during the specification discussion.

New Business:

1. Drilled holes through top flange for falsework.

There have been instances of girders found on the job with spalls at drilled holes for overhang. The Department wants to avoid drilling and the associated spalling that has been encountered, and to insure that inserts are not detrimental to the life of the girders. Industry stated that the spalls could come from knocking out concrete between the PVC pipe and the bottom of the flange. Suggested wording to include in the specification is: “drilling is only allowed from the bottom up, and only before leaving the producer’s facility”

2. Full debond of strands

The Department stated that no submittals are needed for situations where the number of debonded strands is covered by the plan drawings

3. Rebar dimensioning (for 0.6” strand)

Girder details show top strand center to center dimensioning as ½” greater than the outside dimension of the stirrups passing between these strands. This works for 0.5” strands but not for 0.6” strands. The Industry asked for center to center dimensioning of 10 ½” for stirrups be set at 10” bar to accommodate 0.6” strand (vs. 0.5” strand). Structure Design will revise the rebar dimensions to avoid this conflict.

4. Future Projects (& High Speed Rail)

The Industry has heard of a high speed rail project in Florida being let as a Design/Build/Finance/Maintain/Operate with a lease time of 25 years. They understand that a continuation of that route through Charlotte to DC on new location will utilize curved girders. The Department was aware of projects for the Raleigh to Charlotte high speed rail, but not the Charlotte to DC route. The Florida project includes involvement from an entity called the American High Speed Railroad Alliance (AHSRA).

Future state funded projects of interest are:

- Goldsboro Bypass which is a Design/Build project; Tentative let date 11/15/2011.
- Gallant’s Channel in Beaufort County; tentative let in 2012
- Wilmington Bypass, South of Cape Fear; first section let in 7/17/2012, second in 7/21/2015
- Durham Freeway Connector (US70); let in May 2013
- Monroe Bypass; awarded, but some issues remain to be resolved
- Multiple Division let projects which can be found on the DOT website by clicking individual Divisions on the map

Other Old Business

There will be a PCI Structural Design Seminar using the 7th edition of the PCI Handbook on December 7, 2010 in Charlotte.

Future Meetings

The following dates were set for NCDOT – PCI Joint Committee Meetings for next year:

- March 17, 2011
- July 21, 2011
- November 17, 2011

Other meetings:

- February 17, 2011 - Georgia Carolinas PCEF Committee Meeting (FHWA, GDOT, NCDOT, SCDOT, G/C PCI) to be hosted at NCDOT, Raleigh, NC (and GoToMeeting).
- March 24-27, 2011 – PCI Committee Days, Chicago, IL
- October 22-25, 2011 – PCI Convention & National Bridge Conference, Salt Lake City, UT