

NCDOT – GCPCI Joint Meeting Minutes
March 15th, 2012, 1:30 PM
Approved draft

Self-Introductions.

The meeting started with self introductions. The following were in attendance:

Jack Cowsert	NCDOT – MTU	jcowsert@ncdot.gov
Peter Finsen	G/C PCI	peter.finsen@gcpci.org
Brian Hanks	NCDOT – SMU	bhanks@ncdot.gov
Chip Harris	Utility Precast	utilityprecast@hotmail.com
Tom Koch	NCDOT – SMU	tkoch@ncdot.gov
Paul Lambert	NCDOT – SMU	plambert@ncdot.gov
Trudy Mullins	NCDOT – MTU	tmullins@ncdot.gov
Chris Peoples	NCDOT – MTU	cpeoples@ncdot.gov
J. R. Parimunha	Florence Concrete	jrprimuha@fcpsumter.com
Allen Raynor	NCDOT – SMU	araynor@ncdot.gov
Jeff White	Prestress of the Carolinas	jeff.white@prestressotc.com

Minutes of Previous Meeting.

The minutes of the September 17th 2011 meeting were reviewed and approved with comments.

Technical Committee

There was no report from the Technical Committee, as no meeting was held since the full committee last met.

Old Business

1. Alternate ID's

Every piece should be marked with the plant ID, date made and piece number. This should be shown on the shipping ticket also. Industry requested that Trudy provide an email to producers with the required information. Industry has issues with members that are shipped in bulk.

NCDOT will consider on bulk items (noise wall panel, etc.) allowing use of the same alternate ID number for a shipment (approval by lot rather than piece).

2. Bulb-T cast in place overhang. NCDOT commented that there is a patent on Bulb-T cast in place overhang detail, and it's use would be a patent infringement.

New Business

1. Precast cap strand pattern

NCDOT noted that precast cap details show a 2" clearance from the ends, but details for cored slabs, show 3". Industry stated a preference for a 3" clearance in the caps, and NCDOT replied that this was the time to change it.

Currently cap widths are 3', with a 3'8" width required for 20" piles. Industry asked if it was possible to have all caps use the same 3'8" width required for 20" piles. NCDOT responded that using the wider dimension on all caps increases shipping weights and takes away some of the advantages of precast caps. In consideration of keeping shipping weights to no more than 13 tons, caps were designed in two or three pieces to be connected with dowels on-site.

Industry discussed that there are two methods to support the caps during construction, and would like this to be established prior to letting. The conclusion on this items is that it is up to the contractor to determine the method.

2. PCI Bridge Design Manual

Industry asked if NCDOT has received copies, and that has not happened. Industry stated that 10 electronic and 2 hard copies have been sent to the local FHWA office for the use of the Department. Some issues exist with downloading the pdf, and Peter should be contacted if there are any problems. Each copy can be used on multiple machines for the same user. This manual is

pretty complete, but any future updates will come automatically in electronic format. The old bridge design manual (which is not LRFD) can be obtained from G/C PCI's web site (www.gcpci.org) in pdf format, chapter by chapter. The site also has a "bridge resource" section under "technical resources" which may be of interest. Industry would like to post minutes of NCDOT GCPCI meetings at that site, and the Department is agreeable.

3. Standardized overhang falsework hanger spacing

NCDOT plans to offer Contractors the option to utilize standardized overhang falsework hanger spacing for AASHTO Type II, III and IV, and 63" and 72" modified bulb tee prestress girders. This is referred to as the "Standard Spacing Option" or SSO. For the SSO to be used at a given bridge site, the Contractor would identify and compare his bridge's geometry, falsework hardware and finishing equipment weight with the constraints that the new SSO design is based on. The constraints include girder type, maximum deck slab overhang width, deck slab edge thickness, maximum finishing machine screed wheel weight, and the safe working load of commonly used/available hangers and brackets.

The SSO is intended to simplify falsework design and allow girder casting drawings and casting to proceed more rapidly.

NCDOT stated that at an AGC Bridge Design Subcommittee this SSO was presented, and they were in favor of standardized overhang falsework spacing. They requested, however, that the Department maintain the Contractor's option to submit his own design.

NCDOT stated that they now plan to add wording to the existing Structure Project Special Provision entitled "Falsework and Formwork". When this is added to Contracts, the Department plans to eliminate the three Contract Plan sheets entitled "Standard Overhang Falsework for AASHTO Girder Types III and IV", which are currently included in those Contracts.

The Industry expressed no objections.

The Department offered to send an e-copy of the draft Project Special Provision containing the SSO, to Mr. Finsen for his handling with members, and for their comments.

Project Update

Lettings will depend on passage of the federal transportation bill which is currently in the House.

In addition to projects from the last meeting, the Greensboro Loop on the eastern side and a section of the Winston Salem northeast Loop may be prioritized for letting. These are both currently Design/Bid/Build, but may be converted to Design/Build. The Salem Creek connector in Winston Salem is funded for this calendar year, and is Design Build. The Garden Parkway is scheduled for August of this year. The Monroe Bypass lawsuit was dropped, and it is expected that the Garden Parkway lawsuit will be dropped also because it is from the same group. The let list for next 12 months is probably safe, past that time frame will depend on passage of the federal transportation bill, and continued support to not reduce the fuel tax cap. Mid Currituck is in the study phase, and is a Turnpike project that could be funded through a Public Private Partnership with a long term warranty.

Future Meetings

Future NCDOT/GCPCI Joint meetings for calendar year 2012 are as follows:

July 19, 2012

November 15, 2012

The next PCEF meeting will be hosted at NCDOT Structures Management Unit on August 16, 2010

The next PCI meeting will be in Nashville, TN from September 29 through October 3 2012.