

NC DOT – PCI Joint Meeting

Thursday, November 7, 2012; 1:30 PM

Minutes

1. Minutes of July 19, 2012 meeting – The minutes of the July 19, 2012 meeting were edited and approved.
2. Attendance – Those in attendance were:

J.P. Binard	Bayshore Concrete Prod.	jp.binard@skanska.com
Reid Castrodale	Carolina Stalite Co./G/C PCI	rcastrodale@stalite.com
Jack Cowsert	NCDOT – MTU	jcowsert@ncdot.gov
Peter Finsen	G/C PCI	peter.finsen@gcpci.org
James Gaither	NCDOT – SMU	jgaither@ncdot.gov
Brian Hanks	NCDOT – SMU	bhanks@ncdot.gov
J. R. Parimuha	Florence Concrete	jrparimuha@fcpsumter.com
Chris Peoples	NCDOT – MTU	cpeoples@ncdot.gov
Richard Potts	Standard Concrete	rpotts@standardconcrete.org
Jeff White	Prestress of the Carolinas	jeff.white@prestresstc.com
3. Technical Committee - The Technical Committee did not meet since the last Joint Meeting.
4. Old Business
 - a. State specific certification – Trudy Mullins has been working on State Specific Certification, and will be conferring with Dean Frank from PCI Chicago office on the implementation in Illinois.
 - b. Bearing plate taper detail (update) – This is a legacy detail, and a search for information by NCDOT did not yield any information. The industry is working on a proposed detail that will coordinate among states. This will likely be addressed at the PCEF in February 21, 2013.
 - c. Structural Mesh – Currently the use of wire mesh for end zone reinforcement is handled on a project by project basis. Each state has details for end zone reinforcement and the industry proposes to start with NC and develop a standard adapted to welded wire mesh. Brian Hanks stated that design issues can be worked out, but coordination with M&T would be necessary. Jack Cowsert stated that there did not appear to be any issues concerning materials acceptance. Industry will put together a

presentation on its use, and after conferring with the Technical Committee will present to the full committee.

d. Other

- Performance Bond – Previous discussion left this issue with the Department to look into. Jack Cowsert will contact Mike Robinson to see the status.

- Lightweight girder demonstration project – Reid Castrodale is working on writing a report and will make a presentation at a future meeting.

5. New Business

- a. Web site navigation (12 month structures letting list) – Jeff White stated that the Industry is having difficulty finding the list on the revised web site. A query he posted on an NCDOT web page asking for directions on finding the list has not been resolved yet. The Department recommends making comments on all web page issues encountered by Industry so they will receive the proper attention.
- b. Top strand debonding – J. P. Binard stated that the use of debonded top strands can help resolve issues such as lateral stability and camber concerns. It was requested that this be handled as a standard detail, and Industry would like to submit details for consideration. The strands are debonded at the center so as to not affect the design. Washington State allows their use and has standard details. Brian Hanks recommended that industry submit Washington State's procedure along with the request for consideration. JP Binard stated that detensioning would normally occur at the plant except for instances where stability during installation is needed. Refer to Technical Committee.
- c. Draped strand process – There is concern from Industry that the requirements to tension strands prior to draping is not a safe procedure. The Department commented that in a previous situation with three girders in a bed, draping prior to tensioning was denied due to friction loss, but with two it has not been a concern. PCI procedures state that if you verify that the stress at both ends is relatively the same, there is no concern. The Industry requests consideration of an approach that verifies the tension is equal on both ends, and if it is not, make adjustments to balance the tension. The specifications state in 1078-8 that "complete tensioning is not allowed unless approved in writing" The Industry requests a pre-approved procedure for accomplishing this. A proposal will be developed by Industry and submitted to technical committee. Brian Hanks stated that

if there is a written process from other states, that it be submitted for consideration.

- d. PCI publications – electronic copies of PCI manual were received by Structural management and installed on several computers. Peter Finsen said the installation is tied to an email, and allows 5 installations per email address. Because of this, there may be an issue with sharing among users. A generic email address like structures@ncdot.gov might help resolve this issue. It is allowable to switch users if an employee leaves. PCI is going electronic due to cost of printing. NCDOT agreed that electronic files are preferable to paper copies. PCI would like to have an updated list of subscribers to the PCI Journal within the Department. PCI pays for the subscription, and they were paying for subscriptions on an outdated list. Peter will send a list of subscribers receiving the Aspire Magazine, and this list will be used by Brian Hanks to develop an updated list of employees to receive the Journal and the Reports. The next few Reports that are coming out will be: precast pavement, curved girders, fire resistance, seismic design. To access the PCI bookstore, a search for “PCI ebooks” using Google will guide users to there.
- e. Other
- Brian Hanks mentioned that from the SMU main page, the standard plans are available in table form. Google “ncdot structures management” on the right hand, under “downloadable features” structure plans, design manual in zip file because of size
 - PCI workshops have not been held in recent years. Brian Hanks asked whether there was any interest in having another. The Industry stated they were supportive. Topics such as *current state of the art* and *where we are headed* would be beneficial, making sure we don’t repeat ourselves from previous workshops. Another topic discussed revolved around how prestressed girders are produced to give those that have not been to a plant a better idea of the process. Brian, Peter and Trudy will coordinate the effort, keeping the meeting to one day. Industry would like to target NCDOT, AGC, and Consultants. It was suggested that October or November of 2013 would be the best timeframe.
 - Carbon fiber strand – Carbon fiber strands will be used in prestressing 18 piles for Virginia DOT next week at Bayshore Concrete Products. More products using carbon fiber strand will be cast March or April. NCDOT is considering research on use of carbon fiber, but no decision has been made on funding of the research at this time.
 - NEXT Beam – Industry asked if the Department had any interest in

using NEXT Beams. The response was that if they will be considered if shown to be competitive with cored and box beams. Department concern is that the span lengths are similar to that of cored slab and box beams but the NEXT beam system requires additional on-site casting of concrete.

6. Project update and Sandy/ Coast Line update
 - Bonner and Pea Island not expecting any action until the March to May time frame.
 - Monroe bypass - There is no further information at this time
 - Sandy (the storm) did not impact repairs for Bonner Bridge, and they are continuing. The temporary bridge seems unaffected, but the approaches washed out and will need work.
7. Future Meetings
 - Meetings for 2013 will be March 21, July 18 and November 21
8. Adjournment – The meeting was adjourned by consensus.