

NCDOT – GCPCI Joint Meeting Minutes  
July 19th, 2012, 1:30 PM  
Approved Draft

Self-Introductions.

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

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Mike Robinson	NCDOT – CCU	<a href="mailto:mrobinson@ncdot.gov">mrobinson@ncdot.gov</a>
Greg Perfetti	NCDOT – SMU	<a href="mailto:gperfetti@ncdot.gov">gperfetti@ncdot.gov</a>

Minutes of Previous Meeting

The minutes of the March 15<sup>th</sup>, 2012 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. Bulb-T cast in place overhang – Industry questioned the comment on patent infringement. A clarification in this statement was made. NCDOT is unsure whether a patent exists as no research into this area has been conducted.
2. Project Update - Discussion about whether Monroe Bypass lawsuit had been dropped. NCDOT clarified that the lawsuit had not been dropped. In fact, the lawsuit was won by the Turnpike Authority and SELC appealed and won the appeal further delaying the project. FHWA was forced to retract the ROD. The ROD must be reestablished at the first of the year to allow construction to move forward. The Garden Parkway is in the procurement phase with short listed teams and it is anticipated that the second industry draft of the RFP will be issued in mid-September of 2012. The NCTA is currently

negotiating the P3 agreement and anticipate construction beginning in the 3<sup>rd</sup> quarter of next year for the Mid-Currituck Bridge project.

3. Standardized overhang and false work hanger spacing – Correct typos in the minutes of the March 15<sup>th</sup>, 2012 Minutes.
4. PCI Bridge Design Manual - NCDOT noted that they received one hard copy, but still had not received the codes for ten (10) ePublication copies of the new PCI Bridge Design Manual, Third Edition from FHWA. G/C PCI will assist NCDOT and inquire thru PCI to provide specific instructions as to how to assist FHWA in providing these copies to the Department.
5. Future Meetings – Corrected the date of the next PCEF meeting to August 16, 2012.

#### New Business

1. Performance Bond requirement for bridges < \$500,000  
Industry reported that there have been issues with receiving payment from various contractors and asked if there was any action that NCDOT could take to improve or eliminate these occurrences. NCDOT provided copies of the February 3, 2003 Memorandum and attachments from then Chief Engineer J. D. Goins in reference to Payment and Performance Bonding of Purchase Order Contracts. The memorandum details that the Department will continue its practice of waiving bonding requirements on Small Business Enterprise (SBE) projects up to \$500,000 as permitted in the General Statutes. Industry noted that many times the contractors for which the requirements are waived are the contractors most likely to have financial difficulties. NCDOT will review the matter and provide some guidance on the best strategy to minimize future occurrences.
2. Informational update on lightweight girders and all lightweight bridge deck pilot project  
G/C PCI provided a brief update on the MLK Bridge over I-85 project in Thomasville. It was noted that there were some testing issues related to the acceptance of the all lightweight concrete for the bridge deck but that the concrete had eventually been accepted and the process of placement went well otherwise. There was discussion on web splitting, as this was observed in the lightweight girders. NCDOT will provide G/C PCI with concrete testing data for the project and G/C PCI (Dr. Reid Castrodale) will write a small white paper on the project. Discussion about the next steps in the use of lightweight concrete ensued. NCDOT noted that the Department is funding ongoing research with respect to lightweight decks and would wait for the results and recommendations of this research before proceeding.
3. Alternate lifting loop material for cored slabs/box beams  
The Department noted during the recent Structures Spring Field Review that rusting of the lifting loops was occurring on the 24” cored slabs on a bridge in Winston-Salem. No overlay was placed on the bridge making the top of the cored slabs the driving surface. The Department asked if there was an alternate material that could be used to prevent corrosion. After some discussion, it was decided to place a note in the plans requiring the lifting attachments for cored slabs or box beams without an overlay to be treated similar to the lifting attachments in prestressed piles.
4. Future Projects  
R-2633B – Wilmington Bypass – Let scheduled for October, 2013  
U-0071 – Durham Freeway Connector

Greensboro Eastern Loop will be D/B/B – currently under design  
W-S Northern beltway will be D/B/B – currently under design  
Bonner – Lawsuit to be looked at by court no earlier than November  
Pea Island Permanent Breach Crossing – letting tied to Bonner lawsuit

5. Bar code pilot

NCDOT discussed ongoing efforts to implement bar code and Radio Frequency Identification (RFID) technology into the acceptance process for various materials used in construction of highways and structures. A tag that contained both bar code and RFID technology developed by International Coding Technologies, Inc. (ICT) for NCDOT was shared with the group. Bayshore Concrete Products has agreed to participate in the pilot for prestressed members as well as 4 other producers in the precast/concrete pipe industry. The website for ICT can be found here: <http://www.ictrfid.com/>  
Contact information is Tom Tilson @ (617) 510-6691.

6. Other

- a. PCI Convention – The dates are September 29<sup>th</sup> – October 2<sup>nd</sup>, 2012. G/C PCI has again committed to provide travel and registration for up to 4 NCDOT attendees.
- b. PCI will honor Dr. Paul Zia with the Medal of Honor. A 10 minute video detailing the accomplishments of Dr. Zia can be found at: <http://vimeo.com/35712015>
- c. Structural Mesh – Industry asked about the use of structural mesh. Send requests through Paul Lambert at Structures Management.
- d. Standard precast prestressed bent caps – The first project with standard prestressed bent caps will be in the September 2012 Letting. The project is B-4418 in Beaufort County. The bridge is a three span cored slab utilizing prestressed pile foundations on precast prestressed bent caps.
- e. Bearing plates – Industry inquired why NCDOT requires a beveled edge that tapers out on embedded plates. This is not the case in SC or GA. NCDOT will review the current detail to determine if adjustments can be made.
- f. State specific certifications through PCI – G/C PCI asked if there was anything that NCDOT would like added to the PCI certification process that NCDOT specifications require and PCI currently does not. PCI is piloting a state specific certification with Illinois and G/C PCI has sent this to M&T for review. M&T will provide details of differences between PCI certification and NCDOT specifications.

Future Meetings

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

*November 7, 2012 (This is a change – formerly scheduled for November 15, 2012)*

The next PCEF meeting will be hosted at NCDOT Structures Management Unit on August 29, 2012 (not August 16!)

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