



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

November 13, 2019

Prestress Producers,

The following Girders, Box Beams, and Cored Slabs – Inspection for Authorization to Ship/Payment has been in effect for quite some time now. It was brought to our attention that there was a question with the way Piles and Deck Slab – Inspection for Authorization to Ship/Payment was being performed. Effective January 01, 2020, the following Piles and Deck Slabs Shipping and Payment practice will be followed.

Prestress Concrete Inspection for Authorization to Ship/Payment

Girders, Box Beams and Cored Slabs

The Department's practice is that when a Producer finishes a span, the Materials and Tests inspector (either a NCDOT Employee or Contract Engineering Inspector) will then perform the final inspection¹ of all of the members in the span when the Producer indicates that work upon the items in the span has been completed. The current process is to scan the tag upon acceptable cylinder breaks, then the inspector will need to enter into Idencia that the piece is rejected pending final approval. By scanning the tag, it will be generated in Idencia and a FIR will be created in HICAMS. Upon final approval by the inspector, the inspector will change status to available in HICAMS and the supervisor will authorize the FIR.

Piles and Deck Slabs

The Department's practice is the Materials and Tests inspector (either a NCDOT Employee or Contract Engineering Inspector) will perform the final inspection¹ of all the members in a cast when the Producer indicates that work upon the items in the cast has been completed. These items will also be scanned upon acceptable cylinder breaks, and the inspector will enter into Idencia that the pieces are rejected pending final approval until **ALL** pieces for the production date are completed and ready to be shipped. By scanning the tag, it will be generated in Idencia, and a FIR will be created in HICAMS. Upon final approval by the inspector, the inspector will change status to available in HICAMS and the supervisor will authorize the FIR.

All Items

Upon determination that the members are acceptable and authorized, the Inspector will complete the documentation required for shipment and payment of the members in the span, or production date.

“Final Inspection” is defined as the inspection wherein the Department’s Inspector determines the suitability of any repairs that have been made, records fitment information, and approves the item for shipment.

Materials and Tests will perform final inspection for quantities less than full spans or casts in cases such as:

1. If you start on items for a contract and must stop to produce items for another contract that has been moved ahead of the current contract by the Department.
2. If a Contractor has an urgent request to ship partial spans in order to facilitate an intermediate contract deadline or a change in the project’s construction schedule.
3. Production rates for specialty items would create a hardship if not inspected on a piece by piece basis.

The Department will continue to perform checks during production of items including inspection of pieces after casting/removal from beds and will communicate any concerns to the Producer as they are noted.

Non-Conformance

Please note that if a Non-Conformance has occurred, it is important that the Producer’s QC Department submit the proposed repair procedure as soon as possible so that the Materials and Tests Unit can submit it with the NCR to the NCDOT Structures Management Unit for approval in a timely manner.

For issues for which a standard repair method has been authorized, the Producer’s QC Department will confirm with the Department’s Inspector that the issue qualifies as a “Standard NCR” prior to performing the repair. The “Standard NCR” will be completed to document the issue and repair².

Notes:

- 1) Items will be reinspected prior to shipment if there is a prolonged time lag (several months) between approval of the pieces at the yard and the actual shipment date to warrant concern for changes in fitment dimensions such as camber or sweep or if storage/handling damage is suspected.
- 2) Standard NCR are defined by the Structures Management Unit. Standard NCR are to be submitted to Structures for documentation of the incident and are to be filled in the Materials and Tests inspection files (using SharePoint) for the structure/contract).
- 3) Note that any member actually rejected by the Department will still need to be scanned into Idencia and shown in HICAMS as rejected.

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