MINUTES

SCDOT – PCI Joint Committee Meeting

SCDOT Office of Materials and Research, Columbia SC

May 8, 2014 – 1:30 PM

Dr. Castrodale welcomed attendees and called the meeting to order at 1:32 PM. A sign-in sheet was circulated. All attendees introduced themselves.

The following members (or representatives) were present:

SCDOT

David Rister	Bridge Construction
Aly Hussein	Office of Materials and Research, Secretary

PCI

Peter Finsen	Executive Director, Georgia/Carolinas PCI
Reid Castrodale	Castrodale Engr. Consultants Co-Chair
Jeff White	Prestress of the Carolinas
Richard Potts	Standard Concrete Products
J.R. Parimuha	Florence Concrete Products
Jason Moore	Tekna Corporation
Gary Shrieves	Bayshore Concrete

USC

FHWA

Minutes of Last Meeting

The minutes of the November 7, 2013 meeting were approved as written.

Old Business

01-6 ***SCDOT Bridge Design Manual***

Mr. Bowers was not in, so no report.

02-2 ***Prefabrication of Bridge Elements for Rapid Construction***

There was a very brief discussion on the subject. No preliminary plans at the present and it seems that things are not moving forward.

06-2 ***Regional Standardization - PCEF***

PCI and NPCA have signed a 'strategic partnership agreement'. This is not a merger but an attempt to reduce duplication and increase collaboration in several areas, including certification. 2014 is the last year for a stand alone PCI convention. Starting in 2016, both PCI and NPCA will have their conventions in conjunction with The Precast Show. During the 2015 transition year (to alter the dates of convention), PCI will hold two Committee Days meetings.

Regarding certification: overlapping of certifications from PCI and NPCA will eventually go away. As of June 30, 2014, NPCA will no longer offer prestress certification. NPCA plants seeking additional prestress certification will be audited and certified by PCI.

Ross Bryan Associates, Inc., PCI's third party inspection company, will perform both PCI and NPCA inspections at the same time, for plants carrying both certifications. All other aspects of the PCI and NPCA certification program remain separate and autonomous.

This item will be dropped out from the agenda and updated as needed.

09-1 ***Accelerated Bridge Construction Project – A Precast Alternate for Flat Slab Spans***

The flat slab project was discussed. The precast cap detail was not successful for this project due to plan errors, quality control issues, and grouting of the pile pockets, and did not succeed in accelerating the project delivery. Consequently, precast caps may not be used again in the near future. There were no problems with the pile driving locations. Grout manufacturers did not support the use of the grout for such a deep placement, so the contractor ended up using concrete to fill most of the pocket with a layer of grout at the top. The cap was redesigned to be more self-supporting, but was still supported from the piles. The project manager may assemble a lessons learned document for the project. It was suggested that the precast caps may be more beneficial and economical when used over water. The details used in this project were similar to what had been tested by Dr. Ziehl, although the pocket detail he tested was open at the top. Tapered pile pocket details have worked well in other projects.. Gary Shrieves offered to send SCDOT information on details they had used for other projects

Richard Potts indicated that getting proper alignment for the bars in the connection between the two cap segments was a challenge. They developed a method to ensure proper alignment of the bars. The stirrups had not been detailed to allow for the size of the hardware used to splice the bars cap bars. If the cap had been a single piece, it would have helped make the precast cap concept more successful.

The rest of the precast products used on the project were more successful. Richard Potts described difficulties they had with getting the blockouts for the duct splicing hand-holes off the ducts without damaging the ducts.

It was agreed that although this project was not as successful as was hoped, future projects using similar concepts will become more successful and economically viable as details are worked out and designers, contractors and the DOT field staff become more familiar with the concept and details related to it. The pocket and grouting details need improved, but there are other factors, including the design and construction team, that also affect the success of a project.

12-1 ***Tentative Letting List***

Jeff White searched on the SCDOT website some tentative letting list, but there was no information regarding any details if the structure is steel, concrete, bulb tee, Type III, AASHTO girders, etc. David Rister was not sure if the new system was being set up. Jeff White stated that the NCDOT system is very helpful and shows all the details.

12-2 ***Electronic Shop Drawings***

It seems that the electronic submittals were great and really speed up the process. Field offices can't make the prints. Consultants are more interested and wanting electronic shop drawings. Jeff White stated that there are no problems or issues at this time.

12-3 ***Fabrication from Contract Drawings***

Jeff White and Jason Moore will put something together for the committee to look at before next meeting. Jason Moore was wondering if it is ok to get copies of the CADD drawings from SCDOT.

New Business

No new business.

Informational Items

The 2014 PCI Convention and National Concrete Bridge Conference will be held September 6-9, 2014 in Washington, DC. G/C PCI offered to continue to support attendees from SCDOT. Peter will send a formal invitation with details soon.

Type IL cement will be in June letting. SCDOT allowed Type IL cement for up to 15% and NCDOT with maximum 12%.

Next Meeting

The next meeting is scheduled for Thursday, November 13, 2014.

The next PCEF Committee Meeting is scheduled for Thursday, August 21 at SCDOT in Columbia.

The meeting was adjourned at 2:50 PM.