

NC DOT / PCI Meeting Minutes

March 12th, 2008

Attendees – See Attached List

Presentation - None

Per a request, below is the web link to the Structure Design Organizational Chart:

<http://www.ncdot.org/doh/preconstruct/highway/structur/orgchart/DEFAULT.HTML>

Technical Committee Meeting – A Technical Committee meeting was held on February 12th, 2008. The minutes are attached.

- a) Web Cracking - A draft Project Special Provision was distributed. Copy attached. Industry was asked to provide their comments by April 1st.
- b) Cored Slab Bridges – An IBRD Project will be let in March with precast barrier rails and approach slabs. The Department will look into documenting the fabrication and construction of this project, possibly through a research project with one of the universities.
- c) Box Beam Shear Key Details – 3-inch transverse holes for post-tensioning will be allowed when requested
- d) New Girder Section: – South Carolina has developed a new Deck Bulb-Tee girder section but the project has been delayed.
- e) Bridge Material Selection – Currently, the Department designs all bridges for HS-25 loading. However, the Department is re-evaluating its bridge design policy, especially as it relates to bridges on sub-regional tier highways. This may allow shorter spans and bents in water favoring the use of prestressed concrete. The Industry would also like to see longer spans allowed for each section by using more strands and/or higher concrete strengths. They prefer higher design and material requirements to better compete with steel
- f) Contractor Alternate Designs – Currently the Department does not allow redesign of girder sections unless as part of a Value Engineering Submittal. Some concerns are non-standard designs and who reviews/approves non-conformance issues. The industry feels the VE process is long and drawn out and doesn't allow for recovery of engineering costs. The industry asked if the alternate girder design policy could be reviewed. There may be some cost savings if a producer could change strand size and/or number and concrete strength to better suit their particular operations. Structure Design stated they would consider the concept.

Prestressed Concrete Economical Fabrication (PCEF) – It was agreed to set up a committee made up of representatives from NC, SC, and GA DOT's to discuss standardization of their designs and specifications. A meeting was tentatively scheduled for August 14th, in Charlotte.

0.6-inch Strand Vs. 0.5-Inch Strand - The Industry is using 0.6-inch strand when allowed. There have been some concerns about the availability of 0.6-inch strand in the past but they have seemed to have been resolved. Structured Design will start detailing all sections with 0.6-inch strand.

Standard Cored Slab Bridge Designs - The idea of standard designs for most cored slab bridges was discussed, similar to the standard designs the Bridge Maintenance Unit used to have. Spans would range from 25 to 55 feet in 5 foot increments and skews would range from 90° to 45° in 15° increments. The Department will look into this.

Bridge Management Unit – The Central Bridge Maintenance Unit is now the Bridge Management Unit. They will no longer design bridges. This will be handled by the Structure Design Unit and in some cases the Divisions. The details are still being worked out.

Future Projects –

Goldsboro Bypass – To be let in August.

Oregon Inlet (Bonner Bridge) – Unknown

I-85 Yadkin River – Unknown.

Western Wake Expressway – To be let sometime this year by the Toll Authority as a design/build project. The project will have over 20 bridges.

Future Meetings - July 16th, 2008

November 12th, 2008

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