

NC DOT / PCI Meeting Minutes

July 18th, 2007

Attendees – See Attached List

Presentation - Tom Koch gave a presentation on the full-depth, full-width, precast deck panels used on a Martin County bridge replacement project. Standard Concrete made the panels in Savannah. There were few problems with either the panel fabrication or the on-site construction. However, there are some details that need to be tweaked before the Department does a similar project. Tom has been asked to make a similar presentation at the joint National PCI/National Concrete Bridge Conference meeting in Phoenix, AZ in October.

Technical Committee Meeting – A Technical Committee meeting will be held on September 27th. The following topics were referred to the Technical Committee.

- a) Project Special Provision for girder web splitting. - A proposed project special provision will be drafted for the next Technical Committee meeting.
- b) Box Beam shear key details. - The industry has asked that the Department review the shear key details and try to use just one detail for all depths of box beams.
- c) Design Standardization of splice girders. - There was a discussion about the need for such long spans and the variable depth members needed. Long spans allow the bents to be placed out of the navigation channel or even on dry ground. This eliminates both fender systems and the need to design for ship impact. Since only a limited number of producers can cast such large members, the industry would like the Department to look at other possible designs.
- d) Precast barrier rail design. - The Department is looking for an approved precast barrier rail detail. The design must meet the new FHWA crash test requirements. There is also a lot of interest from the AGC for such a rail. The current Bridge Maintenance precast rail does not meet these requirements.

(Minutes to the September 27th meeting are attached. The industry comments from the proposed Prestressed Concrete Girder Web Splitting project special provision are also attached).

PCI Plant Certification – The project special provision requiring producers to be PCI Certified is now included in all projects with prestressed concrete members.

Future Projects - Projects with significant amounts of prestressed concrete were discussed:

Second Oak Island Bridge – Was in the June letting and awarded to Barnhill Contracting. The bridge is 5 spans: 2 end spans of modified bulb-tees and a 3-span spliced haunched girder unit.

Sunset Beach – Was let in July but bids were rejected, coming in at 17.5% over the Engineer's Estimate. (Was let again in September and awarded to English Construction.) This bridge will also have a 3 span spliced haunched girder unit with Type IV approaches.

Ocracoke Island – Was in the July letting. It was awarded to Carolina Bridge Company. Replacement of 7 bridges with 6 cored slab bridges and 1 box culvert. Top-down, rapid construction.

US 70 Goldsboro Bypass – to be let Spring of '08.

US 17 Wilmington Bypass – to be let in 2009

New State Bridge Construction Engineer - Michael (Mike) S. Robinson, P.E., was introduced as the new State Bridge Construction Engineer.

Mid-Atlantic States Prestressed Concrete Committee for Economic Fabrication (PCEF) - Lou Triandafilou with the FHWA Baltimore Resource Center spoke about the activities of the PCEF. The committee is made up of representatives of the FHWA, State DOT's of Delaware, Pennsylvania, Maryland, New Jersey, Virginia, and West Virginia, and numerous producers and suppliers in the Mid-Atlantic Region. It started 10 years ago and meets twice a year. It addresses both design and fabrication/construction issues. The Committee has developed multi-state standard details for member size and shape, diaphragms, QC/QA procedures and repair procedures. The Georgia/C Carolinas PCI will explore the possibility of setting up a similar committee in the Georgia/C Carolinas region.

Carteret County IBRD Project - Preliminary details were distributed for this project. It is a 2-span bridge with 48' spans. Innovative details include: precast barrier rail, milling the top surface of the cored slabs for the wearing surface (1-inch extra depth cored slabs), and precast post-tensioned approach slabs. The exterior cored slabs will have a reduced diameter outer void (or maybe no void) to accommodate the attachment of the precast barrier rails. Of concern to the industry is the extremely tight tolerances for the bolts used to attach the barrier rail.

PCI Convention - October 21-24 in Phoenix Arizona. Once again the Georgia/C Carolinas PCI is sponsoring several attendees from the Department.

Next Meeting - November 14th, in the M&T Conference Room.

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