

New Hampshire Department of Transportation
BUREAU OF BRIDGE DESIGN
 Office Meeting Minutes – December 20, 2017

In Attendance (X):

<u>Administration</u>		<u>Consultant Section</u>			<u>In-House Design</u>				
	Bob Landry	LRL	X	Joe Adams	JCA	X	David Scott	DLS	
	Lynn Paquette	LP		Bob Juliano	RAJ	X	Bill Saffian	WPS	
			X	Mike Licciardi	MGL	X	Jason Tremblay	JAT	
			X	John Sargent	JAS	X	Tony Weatherbee	ANW	
			X	Ron Kleiner	RLK	X	Sue Guptill	SMG	
<u>Trainees</u>									
X	Jackie Hozza	JEH				X	Aaron Janssen	ACJ	
X	Ryan Nickerson	RDN		<u>Existing Br Section</u>			X	Pete Parenteau	PJP
			X	Nick Goulas	NBG	X	Angela Hubbard	ABH	
			X	Ken Morrison	KLM	X	Chelsea Noyes	CKN	
<u>Guests</u>			X	John Poisson	JTP		Kevin Daigle	KFD	
			X	Jerry Zoller	JSZ	X	Phil Brogan	PAB	
						X	Mark Wagner	MGW	

Items:

1. Discussed Concord-Pembroke 40405 and issue with strip seals installed on bridges with a sharp skew angle. The roadway profile, cross slope, and skew angle may combine into a case where storm water runoff may be able to drain along the strip seal in the coping or sidewalk and spill over fascia and onto beam seat. The discussion focused on sheet 70 section C-C and welding the extrusion so that it terminates 5" min above grade (referenced from curb line). Alternatively, it was suggested that the extrusion could be shown on the plans dimensioned as ¼" below the top edge of the vertical plate. Based on shop drawing submittals, the fabricators prefer to dimension the vertical rise of the extrusion from the bottom of curb/top of extrusion reference line. David decided that designer shall draw the extrusion to ½" below the top of plate, which leaves room for welding. The designer shall then measure the distance from the top of the extrusion to the grade line, and it is this distance that shall be shown on the plans. (This distance should be at least 5". If the layout, described above, provides less than a 5" dimension, the issue needs to be discussed with the Design Chief.)
2. Dave has started a spreadsheet tracking projects that have an incentive/disincentive. The I/D sheet is located at <S:\Bridge-Design\MISC\IncentiveDisincentiveSummary.xlsx>
3. Fiberglass rebar may be used on a future project.
4. AASHTO Construction Manual is located at <S:\Bridge-Design\MISC\Library\AASHTO Specifications> . You may need to ask DoIT to install a plugin onto your computer.
5. AASHTO 8th Edition is available as a paper or pdf version. The Pdf version is searchable but you will not have ability to write your own notes and save to the pdf.
6. Every year AASHTO sends out a survey to the Nation’s State Bridge Engineers. If you have a question regarding the practice in other states, please write your question according to the

guidance below and forward it to Dave or Bob. Also, even if you don't intend to submit a question, feel free to take a few minutes to look at past questions at <https://bridges.transportation.org/bridge-surveys/>

7. SHRP2 Innovative Bridge Designs for Rapid Renewal course will be held 1/25/18.
8. Statewide computer use training must be completed by everyone by 12/31/17.

Round the Table:

CKN: Reminder to make sure new projects are added to the database.

NBG: December 15 was the 50th anniversary of the Silver Bridge collapse, which resulted in the creation of the National Bridge Inspection Program.

There will be a 1 ½ day bridge inspection course held on Jan 30 and 31. See Nick if interested.

Prepared by: MGL

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