

New Hampshire Department of Transportation  
**BUREAU OF BRIDGE DESIGN**  
 Office Meeting Minutes – November 22, 2019

In Attendance (X):

<u>Administration</u>		<u>Design Section</u>		<u>Design Section</u>			
Bob Landry	LRL	X	Joe Adams	JCA	X David Scott	DLS	
Lynn Paquette	LP	X	Bob Juliano	RAJ	X Jason Tremblay	JAT	
		X	Mike Mozer	MJM	Bill Saffian	WPS	
		X	Mike Licciardi	MGL	X Tony Weatherbee	ANW	
		X	Angela Hubbard	ABH	John Sargent	JAS	
X	Ken Morrison	KLM	X	Phil Brogan	PAB	X Kevin Daigle	KFD
X	John Poisson	JTP	X	Jackie Hozza	JEH	X Chelsea Noyes	CKN
X	Dzijeme Ntumi	DAN			X	Sue Guptill	SMG
X	Aaron Janssen	ACJ			X	Mark Wagner	MGW
			<u>Guests</u>				
			Ron Kleiner	RLK	X	Jerry Zoller	JSZ
X	Mark Dooley	MRD	Gary Clark	GMC			
					<b>20</b>	Total	

Items:

**DLS**

1. All public meetings we plan to attend need to be put on the Commissioner’s Calendar. Lynn can do this if you notify her or you can do it yourself at S:\Global\B10-Commissioner\Calendar\Events.doc. Be sure to do prior to the Monday of the week of your meeting since Pete Stamnas may only check the calendar on Monday of each week.
2. Significant project cost increases need to be noted on the FOPIS. Check the “Cost Change” box on the FOPIS even if the purpose of your meeting is to obtain Front Office approval for other reasons.
3. Bridge Design has 70 archive boxes that need to be moved from storage at Stickney Ave over to the JOMB. If you can help next Monday (11/25) talk to Angie or Lynn.
4. Everyone should be signing in/out when leaving the office even if just during your lunch break. We need to have an accurate count of people in the building in case of emergency.
5. In addition to checking the error report status within MATS, please check your MATS against your leave slips to confirm they are properly accounted for.
6. New stream crossing rules may require longer span lengths than in the past. Depending on the stream classification, multipliers may be greater than the typical 1.2. Requesting an “alternate design” may be an option in some cases. Don’t assume you have to use the longer span length if it seems excessive for the crossing location. Discuss options with BOE.
7. If applying for a federal grant, coordinate with Bureau of Finance as well as Pete Stamnas to determine the source of DOT matching funds.
8. FIU pedestrian bridge collapse report is available for review. DLS pointed out that he found it interesting that many parties were found at fault including the contractor.
9. Concrete deck spalling on a bridge at exit 5 in Nashua (NH 111 / FEET) has brought the issue back into focus. The spalling occurred on the underside of the fascia, and will likely lead to a review of our current deck forming details.

**Round the Table:**

**JAT**

From a recent Concrete Spec Committee Meeting a few items of note:

- There have been projects in the past where we have used the same bid item for concrete for deck patching as for concrete that is to be used for reconstructing the deck end and backwall for expansion joint replacement. Contractors want to see us use separate concrete bid items since the forming involved as well as the accuracy of the quantity of material differs. A final pay item should be used for the expansion joint replacement concrete. Jason is looking at creating a new item and description for this concrete so we can more accurately track the cost.
- Contractors would like to see a little more tolerance in the spacing requirements for hoop bars in brush curbs at rail post locations. Currently we call for 7 #5 hoop bars at 6" centered about the centerline of post. We will modify our standard details to indicate a +/- 6" tolerance on the placement of these bars.
  - ⇒ *Subsequent to the meeting:*  
*The Contractors would like clarification on the how many hoop bars are to be placed centered around the bridge railing post. Depending on the spacing of the posts, the additional bars aren't always centered at the post. After review, it was decided to change the deck reinforcing sheet to show additional 4 hoop bars at each post instead of 3. This will always provide hoop bars centered around the post since the bridge railing was crash tested this way and the MASH simulation has the hoop bars centered over a 3-ft. area.*
- To try to limit cracking in brush curbs we are considering adding synthetic fibers (3 #/CY) and calling for control joints every 25 feet.

**CKN**

- We are looking at using smaller tubing, either 1" square or 1" diameter for our under bridge deck shielding panels. Currently panels have 2" square tubing. The new designs are being tested at BOBM Franklin Yard.

**ABH**

- We should revisit the slope-intercept method as described in our bridge design manual to correct errors and ensure consistency with how the method is applied when calculating the area used for bridge cost estimating.

Prepared by: RAJ

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