

New Hampshire Department of Transportation
BUREAU OF BRIDGE DESIGN
 Office Meeting Minutes – February 28, 2019

In Attendance (X):

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

* Moderator

Items: DLS presentation

1. A spreadsheet is available to determine the number of flagger and uniformed officer hours for a project (see Item 618 Calculation Sheet at <https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/designmanual/index.htm>.) However, designers should always verify the number of hours with the District Construction Engineer (DCE) before advertising the project.
2. We will be putting Item 544.7, Synthetic Fiber Reinforcement in the following locations as a proof-of-concept at a rate of four pounds per cubic yard of concrete, with the intent of reducing cracking:

Project	Bridge #	Location
Roxbury-Sullivan 10439	093/060	Copings
Ossipee 14749	153/268	Copings
Portsmouth 27690	192/106	Moment slab copings
Hinsdale-Brattleboro 12210C	043/044	Backwalls and modular joints

3. DLS met with Erik Thorp of Vector. He recommended using one rod at the interface of new concrete and old concrete for expansion joint or curb replacement – Item 540.511, Galvanic Corrosion Protection System (Distributed Anodes). Our special provision requires 0.6 pounds of zinc per linear foot of anode. Item 540.512, Galvanic Corrosion Protection System (Discrete Anodes) should be used for nonlinear concrete patching. It is anticipated that incorporating galvanic protection will extend the service life of the repair by 15-20 years.

JAT asked if a Public Interest Finding (PIF) is available for the protection systems, since they are a sole-source product. DLS stated that the PIF will be available soon.

4. Include fuel adjustment and asphalt adjustment in each funding group that has items that require those adjustments.
5. We will be upgrading from Access 2003 to Access 2010 soon. ACJ noted that the only known issue with the new software is that the inspection photos displayed in a BIPR report display poorly, but still print clearly.

Round the Table:

ABH:

- The archives located on Stickney Ave will need to be relocated before the end of the year. A plan for the relocation is still under development.
- We need clarity on whether the Texas Restrained Barrier and braced bridge barrier need one foot of clearance behind them for federally funded projects, on NHS routes, or both.
- Several New England states are developing a new steel bridge rail that will be MASH compliant. Compliance will be required for projects advertising in 2020 or later.
- Should we “flatten” comments on shop drawings before returning them? After much discussion, the general consensus was that the final reviewer, the one who will be returning the drawings to the Contractor, should be responsible for flattening the documents. However, this needs to be coordinated with the Construction Bureau to develop a standard procedure going forward for reviews in Bluebeam.
- The 529 precast concrete specification is still under development.

JAT:

- Asked about the requirements for having Form 4's on file. NBG said that we should ideally have the Form 4 in our records before the bridge is open to traffic. It's a federal requirement to have a load rating available.
- Be careful of the language you include in the Traffic Control Plan if you don't want barrier on a bridge over the winter. Make sure you are specific.
- Be aware of the possible need for “wildlife paths” under bridges on any projects that impact the abutment fore slopes.
- Low-density Cellular Concrete (LDCC) can be used under the provision in specification section 520.2.11.2.2.2. Benefits of LDCC include its low weight and that guardrail posts can be driven through it.

CKN:

- The municipal “L” folder has been scanned, but the records in the database are still being updated.
- Remember to update flat cards for rehab projects and create new ones for replacement projects.

NBG:

- Asked about whether we need to keep updating flat cards. ABH said it is still our policy to do so.
- Mentioned that a non-destructive testing project is underway for weathering steel bridges over highways. He asked whether we ever still put weathering steel over highways. It was discussed that we are headed toward coating all of our interstate bridges, but do not have an official policy yet. ABH commented that other states that have been using more metallizing have seen a reduction in metallizing costs.

- The recent collapse of a decorative light post on the Scammell Bridge brought to light the need for both inspection of other existing decorative light posts and careful review of shop drawings of all secondary structures to ensure the details are satisfactory. This is especially important for all structures located in coastal areas. The Scammell Bridge light posts show noticeable signs of salt damage. CKN asked if the lights are still powered. NBG said the lights have been de-energized since the post collapse.

Prepared by: PAB

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