

New Hampshire Department of Transportation
BUREAU OF BRIDGE DESIGN
 Office Meeting Minutes – January 23, 2020

In Attendance (X):

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

Items:

DLS

1. Paul Lovely is our new CE2, he will be starting on January 27. John Sargent will be his mentor.
2. The Department now has short term disability benefits available. See Lynn for details.
3. Steve Bedard, Bureau of ROW, is retiring January 31.
4. Highway Design can be used to review the roadway portion of our plans if needed. Check with your team leader, and Tobey Reynolds as early as possible so that Highway Design understands the extent of the requested review.
5. Bob showed his SENH power point presentation.
6. CPS/CPM training applications are available if you are interested.
7. Conversation about a recent bridge that had portions of the deck exterior overhang spall onto the roadway below and whether we should be changing the way the deck overhang is formed. After further discussion, it was decided to leave the overhang formed from the bottom of the top flange due to the following reasons:
 - All future overpass bridge with salt spray will be metalized so the bridge won't have the issue of weathering steel of the flange spalling the concrete.
 - Forming from the bottom of the top flange provides a better constructed overhang using the current construction methods
 - A chamfer would need to be cut around the hangers every 4-ft and would not cover the full flange thickness if the flange thickness varied and at splice plates.
 - The bridge in Nashua that had portions of the overhang spalling, had a sloped overhang towards the weathering steel flange, the concrete was in poor condition, the sidewalk above had cracks where the chlorides entered into the overhang concrete.
 - Any future weathering steel bridges will not be located in salt spray locations.
 - Today's concrete mix has better performance than the 1995 concrete used for the Nashua bridge.
 - If an existing weathering steel girder bridge will be rehabilitated with a new deck, a chamfer could be placed next the flange.

Round the Table:

PAB

Phil talked about Winchester-Swanzey 12906 integral bridge. Coping concrete was cast continuously across the deck, and onto the approach slabs without any type of cold joint. Cracking occurred in the coping concrete over the backwall areas. We need to make it clear on the plans that a contraction joint is to be used at the ends of the deck.

CKN

Tub five plans have been scanned. If you find that the database (Rosetta Stone) reports plans in this tub as un-scanned, please notify Chelsea. Plans in tub four are in the process of being scanned.

MJM

When going on public Informational meetings (and field trips) make sure you bring your supervisor's phone number(s) with you so that you can call if there is an emergency.

RLK

Pete wants initial bridge estimates to be completed using the slope intercept method.

Prepared by: MGL

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