Call to Order and Introductions: The meeting was convened at 9:30 am. Self-introductions were made.

Approval of Minutes: No corrections or changes were noted for the minutes of the June 9, 2015 meeting.

Discussion Items

BC and BD Standard Drawings: Tom Macioce discussed the current update of the BC and BD Standard Drawings, which are re-published on a five years cycle. One very significant change is the long discussed relocation of the top mat longitudinal bars in bridge decks from under the transverse bars to the top of the transverse bars. The same cover will be maintained. This change is mandatory for decks on continuous bridge spans and optional for simple span bridges.

The Sign Structure Standard Drawings are being revised to eliminate the use of both unavailable and “large quantity purchase required only” sections and grades.
**Cylinder Strength Class AA+P Concrete**: A Clearance Transmittal was circulated requesting comments on a proposal initiated by APC to lower the cylinder strength requirements for Class AAA+P concrete to be consistent with the reduction in cement content below that for Class AAA Concrete. The reduced 28 day strength requirements are:

- Average cylinder strength for a deck pour section < 3600 psi  Remove and Replace
- Any single cylinder strength for a deck pour section < 3500 psi  Remove and replace

A recommendation for approval of this required strength reduction has been forwarded to FHWA for concurrence.

**Cylinder Strength Adjustments for Curing Method**: The Department has completed a research project to confirm the correction factors it applies to compressive strength results based on curing method. The former 15 % strength reduction used for cylinders cured in lime water has been reduced to 9%, and reduced to zero for cylinders cured in plain water.

**Temporary Support of Structures**: Jason Zwag reviewed the PennDOT requirement that all temporary works supporting vertical loads be both designed and inspected by a Pennsylvania Registered Professional Engineer prior to application of the load. It was agreed that the inspection PE need not be the PE who prepared the design. Identical design and inspection requirements are also applicable to temporary excavation support systems.

**Bridge Deck Grooving**: John Depman observed that the multiple deck groove layouts in use in Pennsylvania are a lot to contend with, both working on multiple projects and in the preparation of grooving bids. He reported recently having encountered a 1.5/1.75/2 in. cc random transverse, 1.5 in. cc transverse and 3/4 in. transverse spacing. It is understood that the preferred grooving method will transition to longitudinal in the near future.

**Next Meeting**: Date to be announced after the Fall seminar

LCB