

Memo

Date: July 23, 2010

To: Eric Greene and Hollie Noveletsky
From: Brent Carney
Re: Next Steps and Recap of DOT Meetings
CC: Alan Eisner, Jack Fitzgerald, Nicole Kieser

Recap of DOT Meetings

Rhode Island:

Holly Noveletsky, Eric Green and Jim Kerasiotes met with Rhode Island DOT Director Mike Lewis, Chief Engineer Kazem Farhoumand, and Bridge Engineer Dave Fish on June 23, 2010.

The discussion focused on the following:

- Discussed decision to request both steel and concrete designs for Sekonnet Bridge project, and their decision to go with steel, the I-Way and other steel installations
- Lewis indicated that RI has a balanced view of concrete and steel and that steel represented a better value
- Discussed the problems the steel industry has had in Massachusetts
- Kazem offered that the concrete industry facilitated a working group with Mass Highway, and has effectively gotten the department to adopt their standards and practices
- Kazem suggested that the steel industry should be doing same with all states
- RI has 160 structurally deficient bridges, making it one of the 3 worst states in the country.
- RI has borrowed heavily against future federal aid, leaving it with roughly \$200 million per year to spend on roads and bridges
- Lewis generally discussed that shortening project lifecycle was a priority
- Lewis was very open to the concept of “pop-and-play” bridge installations

Massachusetts:

We met with Massachusetts Secretary of Transportation, Jeff Mullan, on July 8, 2010. Present were Eric Green, Holly Noveletsky, Kevin Collins (Local 7), Shawn Neeley (Local 7), Joe Gill and Jim Kerasiotes.

The discussion focused on the following:

- Bridges come out of MassHighway specified for concrete at the rate of three-to-one versus steel.

- The concrete industry has done an effective job partnering with MassHighway through a joint working group. This has resulted in designers not having the option to offer steel, and concrete industry standards and practices being adopted by MassHighway.
- Steel bridges that do come out are larger, and typically do not benefit local fabricators.
- Unlike steel fabricators, there is no pre-cast concrete industry employing people locally.
- MassHighway is almost certainly using outdated information on the cost of steel, and the value it actually represents.
- MassHighway does not recognize the environmental and maintenance advantages of steel over concrete.
- Unemployment among ironworkers exceeds 60%.
- Smaller bridge projects are taking too much time and creating too much economic dislocation and consternation.
- Massachusetts is spending \$1 billion per year on transportation infrastructure improvements.

Secretary Mullan was very engaged and agreed that playing field needs to be leveled. He said he would direct the Director of Highways, and the General Manager of the MBTA to meet and follow up with the Steel Fabricators on all of the issues discussed. He was particularly focused on the working group concept that would allow the steel fabricators to work with Mass DOT on standards and practices; and on the prototype bridge concept. He was also interested in the environmental benefits, citing DOT's green initiative.

New Hampshire:

On July 8, 2010, we met with New Hampshire DOT Commissioner George Campbell, Chief Engineer Craig Green and Bridge Engineer David Scott. Present were Eric Green, Holly Noveletsky, Brent Carney from Regan Communications and Jim Kerasiotes.

The discussion focused on the following:

- Issues discussed mirrored the Massachusetts meeting, however, unlike Massachusetts, the Commissioner noted that local bridge projects are not subject to the same state oversight and control as Massachusetts
- Commissioner Campbell recommended that for local bridges, the steel fabricators should reach out to the design community through its associations (ASCE and ACEC), and seek to present the case for steel at their meetings and seminars
- Commissioner spoke enthusiastically about the use of steel, David Scott acknowledged that they have recently put just one bridge out with an option to design as steel or concrete
- Commissioner Campbell agreed to make his Chief Engineer, Craig Green, available to Joe Gill concerning standards and practices and the prototype bridge concept
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Next Steps

- Joe Gill will continue to meet and work with RI DOT Chief Engineer Kazem Farhoumand and Bridge Engineer Dave Fish.
- Jim Kerasiotes and Joe Gill will work with the MA DOT to develop and initiate working groups on standards and practices; and on the prototype bridge concept.
- Joe Gill will continue to monitor Massachusetts RFP's for abnormalities where steel is not given a fair opportunity.

- Joe Gill will meet and work with NH DOT Chief Engineer, Craig Green, to discuss a prototype bridge concept as well as standards and practices.
- Brent Carney will explore opportunities for SFNE to work with the New Hampshire Municipal Association in order to discuss steel bridges with local community decision makers.
- We will setup meetings with ASCE and ACEC to discuss the advantages of steel bridges, and to build a relationship with those organizations going forward.
- Once the bridge prototype is fully developed, we will request follow-up meetings with the RI, MA and NH DOT's to make a presentation to them, explaining the cost savings and benefits to using the new plans and steel for bridges across each state.