APAO QIC HMA Production Committee Minutes

Chairperson: Ron Depue

MDV adjustments requiring approval from ODOT – need to remove approval process from ODOT, they are too slow to respond. Some times it can take weeks to find out if changes are approved. CAT-IIs are trained and should be documenting changes that do not require ODOT's approval.

Action item: Ron Depue will get the minutes from either Mike Remily or Gary Thompson on our spec review meeting last winter. We have pages of things to change that will have an immediate impact on quality.

Pay on properties that relate to performance – Get adequate compaction, air voids CPF is punishing the contractor. Seeing a 1-1/2% drop in bonus using air voids vs our current system. With air voids so variable, is it really feasible to base pay on it? If we must use air voids, look at a mean value rather than individual test results.

Contracting out design work and project managing – Contracted help is creating more problems, delays and requesting information months after the fact. They are not properly trained – from the inspector to QCCS to PM. Need to provide in-depth training not only to the inspector, but also to the QCCS and PM. Besides training for all personnel, maybe also an audit system that reviews on a more frequent basis for personnel with not enough experience.

Decision making process – Define who should be making project decisions and who is the next level. Flow chart of the decision-making process. Have PMs thinking they can make decisions when it really is the Pavement Engineer.

Just fix the current technology – We have sped through gradation-AC to Marshalls to now gyratories. Have we really improved the process? Is the mix getting better? How do we know? We haven't spent enough time in one area to see cause and effect. Need to stay in one area and perfect it.

Tracking pavement performance – Need to look at our roadways and determine what worked well and what didn't. Find out what is the best system to use. Don't just see what pavement is doing better, find out what the properties of the mix were, the compaction numbers, etc. Lets develop our own criteria based on field performance to provide quality pavements.

Computerized documentation of rolling patterns – Can now have an onboard computers measuring temperature in the mat, documenting roller patterns, and compactive effort. System is used in Europe and claims it works very well. The technology is there to improve our rolling train.

Action item: Greg Wong to provide internet info to group.

Thermal segregation – Front of load and end of load segregation is a concern.

New roller technology – Oscillating rollers, rather than pound the pavement with vibrator mode, the oscillating roller is suppose to knead the mix together. A contractor did an FFA job with only one roller.

Action item: Greg Wong to provide article to group.

Use non-nuclear gauges – Lets get rid of our nuclear density gauges. It is really becoming a problem with documenting/maintaining all the governmental regulatory paperwork. With terrorism, transporting gauges is really becoming a problem. Lets evaluate the newer electronic density gauges. ODOT must have done a study recently.

Action item: Scott Young will check into the study ODOT did a few years ago.

Take off 95% compaction on compaction forms – Current ODOT density forms has a statement about contacting the PM when >95% compaction.

Compactive effort not air voids – Adjust air voids down or up depending on the amount of compactive effort used. Lets make sure we get compaction, fixing air voids at 4% is not good.

Don't get rid of the 19 mm dense mixes – ODOT has been trending to 12.5 mm dense mixes. These mixes have a tendency to get tender and are harder to compact. 19 mm are good mainline mixes that compact much better. 12.5 mm mixes must have a lower skid resistance that the 19 mm.

Next meeting set at APAO at 0800 on 21 Jan 05.