

QIC MAT ISSUE SUBCOMMITTEE

12/10/04

Attendees: Dave Vogt Mike Remily Dave Elsner
 Ron Bochler Pat Cimmiyotti

Areas of Concern (causes of mat quality problems):

- 1) Night paving or cold weather paving with modified oils (i.e. 70-28) in areas with a lot of handwork such as Driveway or Guardrail flares is tough. The mix cools too fast and becomes unworkable before it can be properly placed and compacted.
- 2) ODOT and other agencies make concessions for weather or traffic, only when it is convenient for them.
- 3) Review how daytime temperature paving specs are applied to nighttime work.
- 4) Mat Segregation! Equipment induced, thermal, thin lift, etc. **The committee felt that this is the most important issue that we need to address. There are currently many roads that are failing prematurely due to mat segregation.**
- 5) Inspectors need to be properly trained and some crews need more training.
- 6) A leveling course should be allowed on projects, and it is being eliminated in some instances to save money. This has a large impact on the finished product.
- 7) Catch basins and other structures are not poured or set to the proper slope to match the road design.
- 8) Review the smoothness spec and how and where it is applied.
- 9) There are end-dump operators still paving on some highway projects without using any intermediate machine. Results in end of load segregation, thermal segregation, start/stop ride issues, etc.
- 10) Joint construction: compaction, match, visual, push out of tender mixes.

Possible solutions:

- 1) Prepaving conference.
- 2) Would a thermal imaging camera on site help identify and solve some of these issues?
- 3) Inspector training and certification.
- 4) Equipment modifications.

- 5) Crew training.
- 6) Good, uniform mix designs that are not susceptible to segregation.
- 7) Proper project designs and traffic control.
- 8) Define "Industry Standards"
- 9) Spec equipment fixes, modifications (i.e. Blaw Knox material handling device)

******Next Meeting January 11th, 2005 at 1:00 PM at the APAO office**