

QIC MAT ISSUE SUBCOMMITTEE

1/11/05

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

Opening:

Dave V. recapped the issues discussed in the last meeting, and conveyed to the group what took place in the QIC meeting that followed our last meeting. The Task group worksheet was also presented; this will be our roadmap for our future meetings.

Jim H. discussed how he would like to use the issues from the Mat issue committee to offer a training class this year. Jim has already talked to Tom Skinner and would like to get the committees consensus to have a one-day training program put on by Tom focusing primarily on asphalt laydown. No compaction, no load-out, no joint construction. This class will cost approximately \$100.00 per individual to attend. It was emphasized that Tom has very limited space and we need to make a decision at this meeting.

Mike R presented the idea of an equipment Rodeo. A one-day “seminar” where manufacturers (Cat, Blaw Knox, Cedar Rapids) would be allowed to present their equipment, and how they recommend minimizing machine induced segregation.

One concern of the group is that we will have to make it very clear to the manufacturers that they are not there to PROMOTE their product, but to address the problems that we as an industry know the pavers have built in, and how we can manipulate our individual paving equipment to help eliminate machine induced segregation.

The discussion on when best to have this meeting then followed. The committee agreed that it would be best if we could organize it for the day before the March Conference.

After much discussion, the committee agreed that, if possible, we would organize the “Paver Fair” in Eugene and schedule Tom Skinner for a laydown class early in 2006.

The “Paver Fair” will be held on March 2nd, at the Valley River Inn, in Eugene. The schedule will be roughly as follows:

10:00 – 10:30	Brief Presentation History
10:30 – 12:00	Carlson Screeds
12:00 – 1:00	***BREAK FOR LUNCH***
1:00 – 4:30	Manufacturers presentations run concurrently Cat. BK, Cedar all get 3.5 hours, and members can attend the seminar of their choice.

At this point Jim Excused himself from the meeting to start work on organizing the “Paver Fair”.

1) Mat Segregation:

Discussions:

The committee feels that this is the single most important issue that needs to be resolved through the work of this committee.

Several issues were discussed to help resolve this problem. The Paver Fair, Tom Skinner training, Inspector and Crew training, requiring hand held thermal cameras on ALL projects.

The Committee agreed that most segregation that is currently happening could be eliminated through proper paving techniques, paver adjustments, etc.

Mike R. shared his experience with the thermal camera on-site, the thermal camera will show virtually all segregation, and when working with crews in conjunction with using the thermal imaging equipment, 85% of all segregation could be eliminated.

It was also recognized that some of the jobs had some segregation that appeared to be machine induced that could not be completely eliminated just through adjustments to the equipment.

Solutions:

Hold the Paver Fair in March to help better train the industry on how to minimize machine-induced and thermal segregation.

Plan on having Tom Skinner teach a laydown class in early 2006 to help reinforce the segregation issue prior to the beginning of the 2006 paving season.

Examine the cost implication and value of requiring a thermal imaging camera on all ODOT projects.

The consensus of the committee was that a well-defined segregation spec needs to be drafted and reviewed for possible implementation by the 2006 paving season. This spec must define segregation and have a realistic “Trigger” to implement, so that it is not left up to the “judgment” of the individual inspector.

Action Items:

Mike R. – Get segregation specs from other states (Washington, Colorado, etc.) to review and use as a template to create the new ODOT segregation spec. Bring those specs to the next QIC meeting for the committee to use to develop a 2006 draft spec.

Jim H. – Develop with the committee and send out a letter in March to all Association members that a segregation spec is being developed with the potential implementation in

2006. Also, to inform members of laydown training classes that will be offered in early 2006.

2) Highway Overlays with End Dumps

Discussions:

In short, the entire committee agreed that this is a poor practice and should not be allowed. Virtually every time this has been allowed in recent years there have been many problems with end of load segregation, temperature segregation, roughness, etc. causing premature wearing course failure.

Solutions:

Write a new specification that does not allow this practice to continue. This spec should be basically the same spec that Marion County currently uses in their specials that states, "The hauling vehicles shall not deposit the HMAC directly into the paving machine. The HMAC shall be deposited into the paving machine by an intermediate machine, which shall be either a windrow pickup machine or an end dump pickup machine."

This spec should be implemented this year, and will have a minimum length to where it will be applied (i.e. 500 ft minimum length). This spec will not apply to irregular areas or paving widths below 11 feet (guardrail flares, driveways, etc.), and should only apply to wearing courses.

Action Items:

Mike R. – Write spec to present to the committee.

Jim H. – Send out a letter in March warning members of the upcoming spec. change that will take effect immediately.

3) Night / Cold Weather Paving With Modified Oils

Discussions:

In most cases the ODOT inspector will let the contractor change oils (from 70-28 to 64-22) in driveways, guardrail flares, irregular areas, etc. The problem is there are some inspectors and/or project managers that will not allow you to change.

Solutions:

Write clarification spec that the contractor can be allowed to change oils in irregular areas.

Action Items:

Mike R. – Mike will write a spec to review with the committee clarifying this issue.

Jim – Send out a letter in March warning members of the upcoming spec. change that will take effect immediately.

4) Temperature Limits at Night

Discussions:

After much discussion, the consensus of the committee is that we should not adopt higher ambient air temperature requirements at night to accommodate the cooling of surface and ambient air temperatures. This would be too limiting on the amount of days contractors could work.

Solutions:

It was decided that this committee's concerns should be passed on to the mix design and production and compaction committee to consider when designing mixes and/or specifying compaction.

Action Items:

Dave V – Pass along this committee's concerns to the other committees.

5) Longitudinal Joint Construction**Discussions:**

There are many issues that affect joint construction and the end product, such as Job phasing, traffic control staging, traffic allowed to run on joint edge, tender mixes that shove, etc. There are many instances where industry “best practices” cannot be applied.

It is the opinion of this committee that this is primarily a cosmetic problem, and thinks that this issue is big enough to offer membership training, but it does not warrant a Joint spec.

The committee as a whole agreed that a joint spec would not add enough value to the end product to justify the additional cost that would be incurred by ODOT.

Solutions:

Recommend to Jim that some training be offered that includes joint construction in “Real World” applications, recognizing that concrete barriers, traffic control and other obstacles can infringe on the ideal work area.

Action Items:

Jim H – Look into offering training.

6) Catch Basins**Discussions:**

Catch Basins and other structures are not being installed to the design grade of the finished asphalt, causing a rough ride and, in some cases, drainage problems. This particularly applies to projects where the asphalt paving contractor is not the General Contractor.

Solutions:

We determined that this was not an issue our committee should undertake and that this should be passed on to the Design or Administration committee.

Action Items:

Dave V. – Pass on our concerns to the design and administration committees.

7) Smoothness Spec**Discussions:**

Mike R. is currently rewriting the smoothness spec for implementation in 2006. The new spec will use IRI on Interstate and Highway work. Off-Hwy it will use a % improvement spec from original grade to finish grade. This new spec will be based on information collected in Oregon for the past 10 years.

Solutions:

A solution is currently being worked on.

Action Items:

Mike R. – Bring a draft of the new spec to the next committee meeting for comment.

Jim H. – Notify membership

8) Bridge End Tie-Ins**Discussions:**

With all the new bridge work going on ODOT is concerned about roughness at the bridge tie-ins. Mike has been working on a method spec that would require a resurvey after the bridge is constructed before the wearing course is placed.

Solutions:

Review and comment on draft spec.

Action Items:

Mike R. - Bring a draft of the new spec to the next committee meeting for comment.

9) More Leveling Courses / Money for Leveling Courses**Discussions:**

More leveling course money should be included in renovation/overlay projects that are currently being designed. PM's are eliminating leveling courses to save money. This decision can impact segregation, compaction and smoothness.

Solutions:

PM's should not be allowed to eliminate the leveling courses, and if they are, they should be aware of how that will negatively impact the quality of the project.

In some instances 1 – 3" asphalt overlay could be changed to a 2" overlay over a leveling course. This may cost more for laydown, but it should not cost any more for material.

Action Items:

Dave V – Make recommendations to the design group.

10) Proper Training of Crews and Inspectors.

Discussions:

This can always help. Jim and the APAO board are reviewing the training program that APAO currently has. Jim is looking to change and improve, even going as far as to include some form of inspector training.

Solutions:

The committee feels that we should communicate our concerns to Jim H. and let Jim take the lead on developing new training classes that target what the industry needs.

Action Items:

Dave V. – Take training recommendations to the APAO board and to Jim H. to implement.

11) ODOT or other Agencies specifying no Backup Horns after a certain time at Night.

Discussions:

There are some specs that require that backup horns on equipment need to be disabled after a certain time of the night. This spec is intended to minimize the impact on the general public when doing work in urban areas. The spec also requires a spotter where trucks are backing up to dump. *IT DOES NOT REQUIRE A SPOTTER ANYWHERE ELSE ON THE JOB.*

This is not a good spec for our industry. Paving at night is a dangerous enough business without a specification like this. The Insurance industry as a whole tells its customers not to follow this spec, that the contractor, not the agency will be at fault if an accident does occur.

Some projects have been shut down until the backup horns were disabled.

Solutions:

Ask the Administrative committee to review and/or remove this spec.

Action Items:

Dave V. – Pass this concern on to the Administrative Committee.

*****Next Meeting 8:00 am March 2nd, 2005 at the Valley River Inn in Eugene, immediately prior to the “Paver Fair”.**

Meeting Adjourned at 5:20 pm