

Agenda for Dec 6, 2022HMA Tech Team

TEAMS Virtual Meeting

12:30p-3p

Full Meeting

- A. Roll, members & visitors
- B. Minutes, from previous meeting
 - a. Any revisions or additions?
- C. Outside Committee Reports
 - a. Aggregate Tech Team (Tirupan)
 - i. CMM 815 base compaction update for density measurements.
 - ii. FDM 19-21-5 language updated to address BAD SPV for mainline HMA projects.
 - iii. 860 Agg source approval language added for sampling and testing timeline.
 - b. IRI Team (Deb B),
 - i. Meeting scheduled Wednesday Dec 21st
 - ii. Kickoff meeting to establish the charter and working groups to begin. 3 working groups (HMA, Concrete, DOT).
 - c. Atwoods/AASHTOWare Team (Deb B/Erik L)
 - i. Background database is mostly built and is being integrated with bid items and user interface inputs. Shadow projects planned for next year.
 - ii. When will people be entering data into the new MTS?
 - 1. Pilot projects during 2024, and hopeful expectations that the program will be active in 2025.
- D. Research Reports (Tirupan)
 - a. Project update
 - i. WHRP mix design project is completed and report should be out by the end of this year.
 - ii. BMD section project update: pavement has been completed, data acquisition and analysis to happen during 2023 with reports out by end of next year.
- E. Subcommittee Reports
 - a. Density Subcommittee (Brian J)
 - i. Welcome Brian to new RSO position
 - 1. Gather topics for meetings to address with concrete tech, Geotech and wapa.
 - 2. Calibration Blocks moved to Green Bay sign shop. Anyone who needs access to them can contact Brian to arrange a time.
 - b. Specification Subcommittee - (Steve / Albert)
 - i. Interlayer spec revisions
 - 1. Remove plunge milling and patching from STSP 460-070.
 - 2. Separate SPV for plunge milling.

- a. Clarification on the red text and description at the top of the SPV, to make it clear that it's allowed for interlayer, but also for standard practice as well.
 - b. Dan suggests striking out the word 'transverse' in the document so it's clear that it can be used for other joints too.
 - 3. We would like to have this settled in time for the two interlayer projects that are on next week's letting.
 - 4. Removed sections that are reiterated in the spec elsewhere and allows them to be paid separately within the unit.
- ii. Section 700 outline and HMA area
 - 1. Erik introduced AWP and Albert presented SS 700 draft.
 - 2. Scenario brought up by Chris Wineaki: same mix from the same plant, going to two different projects. How should we handle that type of situation with tests needed? Can tests be reused for multiple projects?
 - a. This is a topic to bring up to the AASHTOWare materials implementation team and report back.
 - 3. Section 705 asphalt mix:
 - a. Structure similarly to SS460
 - b. Split into pre-project (APL, etc.) and project (QV, QC, etc.) requirements
 - c. They will receive the documents to review as a package. The documents will be annotated with the source of information and reasoning behind any minor changes or rephrasing.
 - d. Scott Syron: Will other materials be structured the same way? Yes, combined team in aggregate, hma and concrete have developed the layout together so that there is consistency amongst the parts of CH. 7.
- c. Percent Within Limits (PWL) Subcommittee (Dan K.)
 - i. Project final spreadsheets coming in; data will be compiled and presented later.
 - ii. Biggest year this year by far for number of pwl projects.
 - iii. County jobs still need to be in the pwl program if they meet the requirements. Involve BTS if they are hesitant.
 - iv. Core only projects in each region. Some hiccups but overall went well.
- d. Mix Acceptance Subcommittee (Jeff A.)
 - i. Future topics need to be gathered for future meetings.
- e. Mix Performance Subcommittee
 - i. What have we learned?
 - 1. Further understanding the Impact on test results from coarse or fine mixes with HWT and Ideal-CT.
 - ii. Results of pilot spec
 - 1. Wapa will work on compiling a list of feedback/topics to provide to WisDOT.

F. Specs

a. SS 204/STSP-041

- i. Damage to adjacent materials from milling concrete.
- ii. Based on analysis of the issue the spec seems to cover it and it's more of an execution issue so that milling doesn't damage any nearby items.
- iii. Chad Hayes: varying depth mill, drum not parallel to concrete flag surface. I either mill it and stay off the flag that leaves some material, or mill a bit of the curb and remove all the material?
- iv. Deb: Need to work through this with operations people that would be able to have the level of detail needed to answer this question. Chad volunteers to be in on this task force.
- v. Chad will provide pictures and examples of what he's seen in the field.

G. Other

a. Topics for discussion

- i. Cold Weather Paving
- ii. Dan K: emphasize that the intent of the spec is that if there is going to be cold weather it needs to be addressed through proposal management for CWP. If you have a chance that you'll have cold weather, then it should be in the contract.
- iii. Carl Johnson: When it's not part of the contract initially and then added later. There is a statement that says the contractor is responsible for performance of the pavement. With prescriptive specs, materials, etc. that is accounted for when providing a price for the item.
- iv. Erik: estimating the quantity of cold weather pavement on the front end is nearly impossible so that designers struggle to get that into the let.
- v. Carl Johnson.: Maybe change language to say if the rolling patterns are adjusted, the WMA is added, etc. that the mix is accepted like without CWP. Part of the issue is bidding it competitively vs being added to contract later.
- vi. Devin Harrings: price comparison from change orders because of cold weather paving provided some insight. Some contractors can bid competitive prices while others cannot. 2-3\$/ton on let projects and about 6\$/ton for change orders for cold weather paving.

b. Standard Spec revisions to work on?

- i. Need to have done end of January so they can be reviewed in February and moved on in March.

c. Round Robin (Adam)

- i. Considering changing time of running tests (after winter service/calibration). Concern is that issues to be resolved will run into the production season and those gyratories would not be allowed to be used.
 1. WisDOT will push the submission deadlines later in the year so that participating labs will have a chance to calibrate their equipment.
- ii. Other round robins

1. Auto extractor data is being finalized and will be shared shortly.
- d. Auto extractors
 - i. Status of Dept extractors
 1. SWR LaX, SER and NER up and running this past season.
 2. NCR Rapids now operating.
 3. NWR EC, NCR Rhinelander, and SWR Madison being purchased.
 - a. Not likely to be operating at start of season.
 - ii. Servicing and coverage concerns,
 1. If a piece of equipment breaks down, another region will be used to help and perform tests while equipment gets repaired.
 2. Still need to verify the oven if you're using it based on FHWA guidance.
 3. ASP6 has some updates regarding how to address IOCF if the region is using an extractor.
 - iii. Spec still requires the use of IOCF for mix designs and industry would like to have this removed now that AA are in operation.
 - e. Notched wedge joint overlap thickness dimension. 0.1"
 - i. Need to look at this standard detail drawing and discuss it further in another tech or subcommittee meeting.
- H. Next Meeting mid Jan?
- a. In Person/hybrid in the State Patrol room Jan 22 to 27th.
- I. Rumble Strips
- a. Mark Zander provided an update on rumble strips on 2 lane rural highways. Sinusoidal rumble strips as an option along with rectangular rumble strips.