



# Pavement Ride Committee Meeting Minutes

December 21, 2022

1. Welcome and Introductions – Erik Lyngdal

- a. Attendance / Introduction of 2022 Reestablished *Pavement Ride Committee*. Members, shown below, were asked to turn on their cameras during introductions and throughout the meeting when speaking, if able to do so.

Pavement Ride Committee Members and Attendance		
<b>Wisconsin Department of Transportation</b>		
✓	Jim Parry	WisDOT BTS Materials QA
✓	Deb Bischoff	WisDOT BTS Materials QA
✓	Chris Norton	WisDOT BTS Materials QA
✓	Erik Lyngdal	WisDOT BTS Materials
✓	Steve Hefel	WisDOT BTS Materials HMA Lab
✓	Mark Zander	WisDOT BPD Construction Standards
✓	Kim Heise	WisDOT NE Region TS Materials
✓	Laura Shadewald	WisDOT BOS Structures Development
✓	Matt Bertucci	WisDOT NE Region TS Pavements
✓	Elle Miller	WisDOT NC Region PDS
<b>Federal Highway Administration</b>		
	James Pforr	FHWA, WI Division
<b>Wisconsin Asphalt Pavement Association</b>		
	Debbie Schwerman	WAPA
✓	Kevin Olson	Mathy Construction
	David Hose	Mathy Construction
✓	Jeremy Barron	Payne & Dolan (Walbec)
✓	Neal Atanasoff	Payne & Dolan (Walbec)
✓	Zach Lemke	Stark Pavement
✓	Jake Amundson	Rock Road Companies
<b>Wisconsin Concrete Pavement Association</b>		
✓	Kevin McMullen	WCPA
	Jackie Spoor	WCPA
✓	Tom Sand	Vinton Construction
	Tony Zignego	Zignego Company
✓	Bob Odegard	Michels Road and Stone.
<b>Guest(s)</b>		
✓	Brandon Lamers	WisDOT BPD

- b. Teams recording of meeting.
- c. **ACTION ITEM:** Deb to establish a Box folder for committee and subcommittees and send links to committee members for access to committee documents.
- d. Volunteers to help draft meeting minutes for upcoming meetings will be *greatly appreciated!* Please contact Deb if you are willing to help.
- e. Goal of today's meeting is to discuss the structure of the committee, establish how the ride issues will be handled, touch on some of the things we want to improve, and review the ride issues that we will be addressing in upcoming months.

2. Pavement Ride Committee Overview/Structure – Deb Bischoff

- a. We have a full list of ride issues/concerns that need to be addressed; to be reviewed later today. We believe the most efficient way to handle many of the issues is to divide and conquer via subcommittees. Therefore, we will create three subcommittees, as outlined below, to handle/address relative ride issues. Agendas and specific assignments/discussion topics to be provided to subcommittees prior to next meeting.

1) **Full Pavement Ride Committee**

- a) All committee members should be familiar with our current ride quality program requirements, and associated specification language, as well as the guidance provided in the CMM and FDM. All committee members are assigned the responsibility of pointing out specifics that aren't clear and/or could be misinterpreted.
  - b) Address ride issues pertaining to both pavement industries and general profiling requirements.
  - c) Help ensure profiling requirements are up to date and profiling data collected is accurate and reflect the actual ride quality of the profiled pavements.
  - d) Participate in all spec/manual edits—prepare drafts for review, review all drafted edits for accuracy and clarity; recommend additional revisions if warranted.
- 2) Subcommittees
- a) **HMA Pavement Ride Subcommittee**
    - Comprised of WisDOT, FHWA, & asphalt industry committee members.
    - Handle ride issues pertaining specifically to HMA pavements, and discuss ride quality/profiling requirements in general, particularly pertaining to HMA pavements.
    - For specific ride issues discussed, share knowledge, past experiences, lessons learned, and best construction practices that have demonstrated remarkable results
    - Review/discuss ride quality specifications, construction guidance, and design guidance pertaining to each discussion topic. Identify existing language that is not clear or could be misinterpreted and assist in drafting revisions to existing language and/or drafting new language to help clarify requirements.
  - b) **PCC Pavement Ride Subcommittee**
    - Comprised of WisDOT, FHWA, and concrete pavement industry committee members. Jake Amundson, from Rock Roads, will be added to the PCC subcommittee.
    - Handle ride issues pertaining specifically to concrete pavements, and discuss ride quality/profiling requirements in general, particularly as they pertain to concrete pavements.
    - For specific ride issues discussed, share knowledge, past experiences, lessons learned, and best construction practices that have demonstrated good results.
    - Discuss methods to improve communication and work alliances between contractors to share in profiling requirements, rather than each contractor profiling short pavement segments here and there, thus saving time and money for all involved. These seemingly minor changes to current practices will enhance the value of the data collected, with less wasted run-in/run-out lengths, provide cleaner data reporting, save contractors and project staff valuable time and effort, and reduce errors in ride data reporting and/or data review that have previously been missed due to extremely large volumes of ride data that needs to be reviewed.
  - c) **Internal Pavement Ride Subcommittee**
    - Comprised of WisDOT & FHWA committee members
    - Conduct a thorough review of department's ride quality program, including review of ride data, IRI thresholds, incentives, disincentives, etc.
    - Identify, develop, and implement revisions to our current ride quality program.
    - Discuss capabilities of latest zero-speed profilers and their potential impacts/improvements in collected ride data. Perhaps consider initiatives to promote the use of, and benefit from, improved ride data collection capabilities of zero-speed profilers, without requiring or mandating them.
    - Consider implementing a new requirement mandating that profile runs be run in one continuous length, from beginning to end, when possible. Contractors will learn share in the profiling requirements, thus saving themselves time and money. This initiative could significantly reduce the number of profile runs that require electronic reporting and require department review, saving project staff valuable time and will help reduce profile data reporting and/or review errors that have been previously missed likely due to overwhelming stacks of data that require review.
    - Consider policy revisions recommended by the subcommittees and presented to the full Pavement Ride committee.
    - Review and consider revisions to department ride quality policies, particularly regarding pavements with preexisting conditions. This is a big assignment that will take some time for the department to address as it involves numerous variables that must all be taken into account. Thus, ride issues involving pavements with preexisting conditions should be pushed back on the subcommittee ride issue priorities.
    - Review results of internal work efforts; identify, develop, and implement improvements to WisDOT's ride quality program.

### 3. Importance of Ride Quality – Jim Parry

- a. **Pavement smoothness is important to the user (taxpayer).** Users judge a road as “good” or “bad” primarily based on the smoothness of the ride, or ride quality, regardless how well it is designed and built, or how long the pavement lasts.
- b. **Smoother roads last longer.** Studies that looked at the effect of as-constructed smoothness on pavement life found a common thread: pavements built smoother tend to last longer.
- c. **Smoother roads stay smoother longer.** Evidence from limited studies of smoothness progression over time shows that pavements built smoother will stay smoother longer.
- d. **Smoother roads are safer.** Rough roads can result in loss of vehicle control, reduction in a person's ability to perform motor tasks, driver fatigue, increased frequency of lost load accidents, and loss of pavement friction

- e. **Smoother roads save money.** Smoother roads save both the user and the owner-agency money. Pavements built smoother initially, require less maintenance over the life of the pavement. Additionally, studies have shown that smoother pavements decrease both fuel consumption and vehicle maintenance, which is a savings for roadway users.
4. Overview of WisDOT Ride Quality Program – Erik Lyngdal
    - a. WisDOT implemented its Ride Quality Program in 2006.
    - b. Erik presented an overview of our ride quality program over the past 5 years (2017-2021), as a continuation to a previous review covering 2007-2016.
    - c. Graphs created from the large amounts of existing data showed data trends over the past five years for category I and II segments (HMA I, HMA II, and PCC II), including number of segments per year, average IRI per year, and percentage of profile runs resulting in pay adjustments for each category.
    - d. Zach pointed out the minimal number of HMA II category segments & wondered if the extra category was even necessary and worth the effort for the limited number of HMA II segments.
    - e. The Box folder will include the presentation/slides for those who are interested
      - 1) WCPA requested additional information/data files specifying contractors associated with all reported segments for all project IDs included in the review. Hoping to identify specific reasons for improved ride quality—equipment, methods. or...  
**ACTION ITEM: Deb to send ride data files with contractor names to Kevin. Done 18 Dec 2022.**
  5. Ride Topics of Discussion – refer to Pavement Ride Discussion Topics document – Deb, Jim, & Steve Hefel
    - a. We briefly reviewed the list of ride quality issues to be addressed by our committee. Notes of specifics and/or clarification are included on the Detailed Ride Discussion Topics document, to be provided to subcommittees
  6. Rough Schedule
    - a) **ACTION ITEM: Schedule 2 meetings in Jan—1 per industry subcommittee.** Divide and conquer. Prioritize issues. Goal is for subcommittees to resolve issues that can potentially be resolved in short order.
      - HMA Pavement Ride Subcommittee meeting is scheduled for Jan 18, 2023, 12:00--2:00 p.m.
      - PCC Pavement Ride Subcommittee meeting is scheduled for Jan 18, 2023, 2:10 – 4:00 p.m.
    - b) **ACTION ITEM: Reconvene full committee in late Jan/early Feb and again NLT February 10, 2023, to finalize any 2024 standard spec edits we manage to resolve and related CMM revisions**
      - Full Pavement Ride Committee meeting scheduled for January 25, 2023, 12:00 – 2:30 p.m.
    - c) **Schedule a long meeting in March for full committee.**
    - d) Today's goal: committee to agree on January 2023 meeting dates so the meetings can be scheduled and locked in before the holidays.
    - e) **Important Dates to Note:**
      - **February 15, 2023: deadline for Standard Spec 2024 revisions & related CMM edits.**
      - **February 15, 2024: deadline for Standard Spec 2025 revisions & related CMM edits.**
  7. Internal Pavement Ride Subcommittee / BTS work efforts
    - a) Conduct internal detailed review and data analysis of pavement ride program to date, in partnership with FHWA
    - b) Reviewing ride data for the different categories, IRI thresholds, incentives, disincentives, etc.
    - c) Internal work discussions regarding various factors affecting achievable ride and action plan for establishing department policy moving forward. I believe this is our biggest hurdle in this effort. So, I recommend we hold off on ride issues that relate to this as department policy will likely impact all.
    - d) Review results of internal work efforts. Identify, develop, and implement improvement initiatives to our ride quality program.