

Pavement Preservation Task Group (PPTG) General Meeting

Meeting Summary

May 23, 2012

Caltrans Translab, 5900 Folsom Blvd
Sacramento, CA

Attendees: a list of attendees is at the end of this document

The meeting started at 9:20 A.M.

Items (The action items are in **Bold** font):

1. Peter Vacura opened the meeting with self introductions around the room.
2. PPTG Update

Peter stated that Caltrans wanted to make changes on the co-chairs of the PPTG. **It will have a 3+2 structure, 3 Caltrans co-Chairs and 2 industry co-chairs.** The three Caltrans co-chairs will be Peter Vacura for flexible pavement, Bill Farnbach for rigid pavement, and Chuck Suszko for construction. This way, almost every category of Caltrans manager will be available to deal with the related tasks. For materials related tasks, the Caltrans co-chairs will forward issues to Caltrans materials experts. On the industry side, it is still Jim Ryan for flexible pavement, and Craig Hennings for rigid pavement.

3. Innovation Process Update

Peter reports that the process by which Caltrans considers new and innovative products and processes is being restructured. An effort is underway by Caltrans to review the current process used to evaluate new products and process introduced by manufactures, vendors, and suppliers. Caltrans will be reviewing policies, including Deputy Directive 45 – New Product Evaluation, Cost Effective/Public Interest Finding Guidelines, and Ready to List Guide. Of special concern is how to deal with patented proprietary products. The Public Contract Code 3400 requires that wherever possible, generic specifications must be used, but there are ‘exception’ situation where a proprietary product may be specified. The general plan is for venders or manufactures to introduce their product via the Caltrans Pavement Related New Products Committee, which will assess the proposal initially. Vendor will need to disclose any patents or other legal limitations on the product’s use. Caltrans Districts may also advance innovative products via the Pavement Management Council, a Caltrans body made up of HQ and District

representatives. **If the New Product Evaluation Committee sees the need, they will then forward it to the Caltrans PPTG co-chairs. A possible task group will be formed to develop a detailed technical evaluation and monitoring plan. It will further support the specification development.**

4. PPTG/RPC Organizational Structure

The PPTG charter will basically follow the Caltrans Rock Product Committee charter. The PPTG currently has several Subtask Groups dealing with specialties such as surface seals, surface recycling, concrete repair, strategy selection, training, and innovative products and processes. These Groups meet as needed and report to the PPTG General Meetings. Caltrans eventually wants to change this structure by eliminating the Subtask Groups and adopting a more flexible “task-oriented” approach – assembling teams of people to address specific issues as they arise. Caltrans will try to establish tasks for one year increments and limit the group to about five major tasks. For emergency and special cases, an ad hoc committee will be formed to deal with short-term issues that need to be completed within 90 days. The formed task group should report to PPTG the percent completion and work plan for each task. **If people have questions or comments on the organizational changes, please contact Caltrans co-chairs.**

5. Subtask Group Update

For Pavement Preservation Task Group, currently there are total 15 projects/tasks. The following are the short summary of each task:

- 1) 2010 plain language specification has been completed.
- 2) A HIR project evaluation has been completed. Preliminary findings conclude that the strategy had minimum success. The task can be restarted if a new proposal is submitted and approved.
- 3) CIR project evaluation and specification development is at 45% completion.
- 4) Fog/Rejuvenating seals project is at about 70% completion. There will be “materials in place” contracts this year and next to help revise specification language.
- 5) Rubberized Slurry Seal is at 35% completion. The group is trying to develop a generic specification.

- 6) Polymer-modified binder for chip seal; expand to include terminal blend rubber. Previous project locations have been uploaded to the CP2C innovation and preservation database to document a history of use. A draft SSP will be circulated for final review and posted on July 20, 2012.
- 7) Scrub seal specification development is completed only to about 10%. Draft NSSPs was delivered to Caltrans.
- 8) Warm mix asphalt rubber chip seal is task completed at 50%. Pilot project in D7 on Ven 150 was placed and evaluated by CP² Center. Need to develop the NSSP for use on additional pilot projects.
- 9) Concrete joint sealing project is at about 75% completion and will continue next year.
- 10) Partial Depth Concrete (Spall) Repair was completed to about 25%.
- 11) Full Depth Concrete Repair (Slab Replacement) was completed to about 70%.
- 12) JITT on chip seal projects was completed to about 90%. It will be used at project premeeting training.
- 13) JITT on micro-surfacing was completed to about 90%. It will be used at the premeeting training of micro-surfacing projects.
- 14) Quiet Concrete Pavement is related to the Next Generation Concrete Surface (grind and groove) and promises to reduce tire-pavement noise. It is about 55% complete.
- 15) DBR polyester backfill study in investigating shrinkage and low strength problems have been encountered with backfill material used for DBR. There is a need to find a material that performs better and is less susceptible to degradation during the construction process. CP2 Center finished the field review and NDT report. They are waiting to take cores until after the completion of the construction project. The project is about 45% completion.

6. California Pavement Preservation Center Update

The group also heard a presentation by Dr. Ding Cheng, director, on the activities of the California Pavement Preservation (CP2) Center. The Center provides technical support to PPTG activities. Two important products that have been developed by the Center are:

- I. A database for logging and tracking projects involving innovative pavement preservation strategies. Any agency can enter their project information into this online database, which will finally give pavement managers a single repository for information about their many maintenance options.
- II. A strategy selection program which follows the Maintenance Technical Advisory Guide (MTAG) guidelines for selecting viable maintenance options for a given set of pavement and project conditions. The program allows for managers to control and customize input variables such as material costs and treatment life.

The Center also provides technical support to Caltrans and has made a proposal for a training class for District maintenance personnel. Ding reminded the group of the Center's quarterly Newsletter - an important vehicle for disseminating information on what's happening in the world of pavement preservation. Valuable or interesting articles are always needed.

7. Dr. Tanya Komar from the Chico State Concrete Industry Management Program briefly introduced her program to the PPTG. She would like to work and collaborate with PPTG on projects in the future.

8. Chief of the Division of Maintenance of Caltrans gave an update on the maintenance program

Tony Tavares, Chief of the Caltrans Maintenance Division, addressed the group and stressed the importance of the PPTG efforts to the Caltrans maintenance program. He reminded the group that the Caltrans "State of The Pavement" 2011 report is now available on the Caltrans website, and that they will soon be rolling out their new pavement management system, which will rely on automated condition surveys of pavements in their vast 50,000 lane-mile highway system. He noted that the Caltrans expenditures for pavement preservation work had gone from \$70 million in the 1970's to \$235 million in 2011. He also stressed that Caltrans was very interested in exploring innovative products and ideas for pavement preservation.

9. Pavement Recycling Center Update

Dr. Cheng also made a "stand-in" presentation for Dr. Andrei Dragos, technical director of PRRC, on the activities of the Pavement Recycling and Reclamation Center housed at

Cal Poly, Pomona under the direction of Dr. Steve Cross and Dr. Dragos. The PRRC Center is currently assisting in the field evaluation of Caltrans CIR projects and plans to establish a database for CIR projects. For more information visit their website at: www.PRRcenter.org. They will also offer a “help desk” via their website.

10. Subtask group reports and information from breakout sessions

The Surface Seal Subtask Group is dealing with several topics including:

- reinstating fog seals and rejuvenators as maintenance tools
- developing a generic specification for rubberized slurry seal
- developing specifications for chip seals done with hot polymer-modified binder or hot terminal blend rubber modified binder
- developing specification for scrub seals
- evaluating use of asphalt rubber chip seals with warm mix additives

The Surface Recycling Subtask Group has a primary objective of developing an improved generic specification for cold in-place recycling (CIR). Several meetings have been held and the specification is near completion. Statewide, 27 CIR projects were being evaluated by PRRC center. A hot in-place recycling (HIR) project has also been evaluated by CP2 Center.

The Strategy Selection Subtask Group is **working on updating the MTAG strategy selection matrices information, and also working with the CP2 Center to fine tune the strategy selection software program**. The program will be put on a link for people to try out.

The Training and Outreach Subtask Group has been focusing on developing training modules for mandatory pre-prepaving meetings between contractor and Caltrans personnel. So far, materials have been developed for chip seal and microsurfacing. It was also noted that some basic MTAG training is needed by District personnel – especially in light of personnel turn over.

The Concrete Repairs Subtask Group is developing policies and specifications for the sealing of PCC joints, PCC spall repair and full depth slab replacement. They are also doing harder and sealer of concrete surface, field evaluation of dowel bar retrofit (DBR) using polyester grout and quieter PCC pavement using grind-and-groove treatments (aka. Next Generation Concrete Surface).

The Subtask Groups will continue to meet periodically to work on their assigned tasks.

11. Meeting adjourned at 3:00 P.M.

12. The PPTG provides a valuable opportunity for Caltrans and industry representatives to openly discuss policies and practices involved in pavement preservation.

Appendix: List of PPTG general meeting attendees:

No	Name	Representing	Phone	Email
1	Bill Farnbach	Caltrans		bill_farnbach@dot.ca.gov
2	Bob Wallace	Performance Emulsions	(714) 681-0560	Bob.wallace@performanceemulsions.com
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6	David Pimley	Intermountain	(916) 286-5906	david.pimley@
7	Ding Cheng	CP2 Center	(530) 898-5114	dxcheng@csuchico.edu
8	Donald Matthews	Pavement Recycling Systems	(951) 934-4753	Donmatthews@pavementrecycling.com
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10	Gary Hildebrand	Road Science	(916) 354-9880	ghildebrand@roadscience.net
11	George Bradley	Petrochem Manufacturing	(209) 365-3667	George@pmitechnology.com
12	George Lee	Euclid Chemical	(925) 597-1047	glee@euclidchemical.com
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17	Jason Lampley	International Surfacing	(916) 373-2420	Jason.lampley@chipseal.com
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26	Michale Davenport	Intermountain	(510) 432-9411	Michael.davenport@
27	Peter Vacura	Caltrans		peter_vacura@dot.ca.gov
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32	Tony Tavaras	Caltrans		Tony_Tavares@dot.ca.gov
33	Amarheet Benipal	Caltrans		
34	JoDee Tayler			
35	Ray Mayer	AIA		