WACA/WSDOT Meeting
Minutes for Wednesday, September 11, 2013

Mike Polodna, WSDOT  Kurt Williams, WSDOT  Mark Gaines, WSDOT
Robert Raynes, Cemex  Scott Diloreto, BASF  Tom Weist, Oldcastle
Neil Guptill, CalPortland  John Harris, Lafarge  Craig Matteson, Oldcastle
Monica Jones, Lafarge  Tom McGraw, Lafarge  Rob Shogren, Lafarge
Kevin Wolf, CalPortland

Location: WSDOT HQ Mats Lab, Main Conf Room

Next WACA Meeting Date: Wednesday, December 11, 2013 at WACA’s Office in Des Moines, 9:30 AM – 12:00 Noon
Note that this meeting has been moved to the 2nd Wednesday of the month.
Note that a proposal to move this meeting back to Dec 4 to avoid ASTM meetings on Dec 11 was discussed and agreed to at the meeting. The date was later changed back to December 11 to accommodate WSDOT scheduling conflicts.

Future WACA Meetings Dates:
Wednesday, March 5, 2014 at WSDOT HQ Mats Lab, Main Conf Room, 9:30 AM – 12:00 Noon
Wednesday, June 11, 2014 at WACA’s Office in Des Moines, 9:30 AM – 12:00 Noon
Note that this meeting has been moved to the 2nd Wednesday of the month.
Wednesday, September 3, 2014 at WSDOT HQ Mats Lab, Main Conf Room, 9:30 AM – 12:00 Noon

Meeting Minutes are available at:
http://www.wsdot.wa.gov/Business/MaterialsLab/WACAMinutes.htm

Issue: Standard Specification 9-23.8 Waterproofing – Jason Brewer/Scott Diloreto
Are changes needed to this specification? Should WSDOT be specifying ASTM C 1585 instead of ASTM C 642?

9/11/13 - Scott DiLoreto and Mike P will meet to work on the specification.

6/12/13 – Scott and Mike will work on the specification and send to WACA for review at the next meeting.

Action Plan: Continue the discussion at the next meeting.

Issue: Trial Batches for Concrete Overlay Mixes in WSDOT 6-09.3(3)B & C – Craig Matteson
The original concern about trial batches has been resolved. The remaining issue is whether a slag overlay will be included in the specifications.

9/11/13 – Monica Jones distributed her thesis on the Tonasket Bridge Deck, Bridge Deck Cracking and Concrete Overlays for review. Kurt Williams will set up a meeting with Tom Baker, Rob Shogren, and Mark Gaines to discuss moving overlay mixes from prescriptive to performance specifications.

6/12/13 – John Harris will forward Monica Jones’s thesis on slag overlays to WSDOT to aid in the decision on adding slag overlays to the standard specifications.

3/6/13 – WSDOT will discuss internally to determine how to proceed.

12/12/12 – Prior to today’s meeting, Mark Gaines reported to Mike Polodna that he was not able to get a copy of the CTL report. At the time this was discussed, no representative of the WSDOT Construction Office was present and the topic was tabled until next meeting.

9/5/12 – John Harris reported that there was no debonding on the SR 97 Omak and Tonasket projects. Mark Gaines was not in attendance to provide more information on the reported debonding on the Nalley Valley overlay.

6/13/12 – There was discussion regarding the reported debonding along a joint between adjacent lanes on a slag overlay job completed last year. Rob Shogren requested a copy of the CTL report.

Action Plan: Continue the discussion at the next meeting.

Issue: Acceptance of Pumped Concrete – Bruce Chattin
It is well known that pumping can change the air content of the concrete. WSDOT requires that sampling be conducted from the end of the delivery system, after the concrete is pumped, and leaves it to the contractor to determine how to get it there within the required specification.

9/11/13 – Craig Matesson reported his summer’s experience with pumped deck concrete. They place 1200 cy since June and lost no loads. They typically gained from 2” – 5” through the pump. He reported that they had good pre-construction meetings where they discussed how to obtain samples prior to placement. He also noted that they only have 1 pumping company on the east side. Test pours help to fine tune the placement. Craig suggested that the WSDOT cylinder test report include the truck ticket # to make it easier to trace the report back to the actual concrete load. WSDOT will consider this.

Bob Raynes reported placement of 6000cy on I-205 and I-5 with no lost loads. They pre-tested the concrete and the pump at the concrete plant. The increased communication has helped. He suggested that an FOP for sampling from the pump would be helpful.

Mark Gaines would like to see requirement that everyone involved in concrete placement attend pre-pour meetings. He will draft changes to the WSDOT Construction Manual and review the sampling procedure. Once completed it will be sent out to WACA for review and comment.
6/12/13 – Two handouts from the 4/19/13 AGC & WACA Tech Committee Meeting were distributed. Bruce gave an update on the meeting. Bob Raynes reported that they had a good discussion with the pumpers. WACA will identify variables from the summer 2013 pumping season and develop a “best practices” list for discussion at the September AGC meeting. Bruce reported that Stuart Bennion was looking into research to test the air in hardened concrete and is working to secure funding.

3/6/13 – Stuart will put this issue on the agenda of the next AGC meeting and WACA members will attend to discuss this with them. The meeting is scheduled for April 19 at the WSDOT Corson Ave office. Craig Matteson, Bob Raynes, Dave Germer, and Keith Muhich will be attending.

12/12/12 – Stuart Bennion is the new WSDOT Construction Office representative and we spent some time updating him on the issue. Stuart asked that WACA present their argument for changing the specification at the next WACA meeting. If he determines that WACA has a good argument then he would get WACA on the next AGC/WSDOT agenda. WACA agreed to prepare their argument and present it at the March WACA/WSDOT meeting.

Action Plan: Continue discussion at the next meeting.

Issue: WSDOT Standard Specification 1-06.3 Manufacturer’s Certification of Compliance – Greg McKinnon

Greg McKinnon of Stoneway Concrete inquired if the “corporate official” part of this specification applies to concrete.

The Manufacturer’s Certificate of Compliance must identify the manufacturer, the type and quantity of material being certified, the applicable Specifications being affirmed, and the signature of a responsible corporate official of the manufacturer and include supporting mill tests or documents. A Manufacturer’s Certificate of Compliance shall be furnished with each lot of material delivered to the Work and the lot so certified shall be clearly identified in the certificate.”

9/11/13 – Kurt proposed that WSDOT attend a field trip to watch an automated plant operate. Kevin Wolf will arrange a field trip to Dupont.

6/12/13 – Kurt Williams inquired about commercial concrete and all agreed that would be a truck ticket only with no signature. Manual plants would require a signature. Anthony Sarhan will check what other states are doing with Minnesota a possibility. Kurt will edit the spec with the goal of getting it into the 2014 book in January.

3/6/13 – Mike presented an edited version of the proposed specification for review. All in attendance agreed on the language in this version of the specification.

12/12/12 – The topic was tabled to give WSDOT more time to review the proposed specification change.
9/5/12 – WACA will develop and submit to WSDOT specification language allowing no signature on fully automatic plants. Semi-automatic and manual plants will not be included in the proposal.

**Action Plan:** Continue the discussion at the next meeting.

**New Issue:** Changes to the Concrete Mix Design Form – Mike Polodna

*Items to be addressed include:* location to enter chloride ion content; location for more break data and ACI 318 equations; add checkbox for 4000A mixes; contractor to indicate whether they are using Combined Gradation to include the NMS, or AASHTO Gradations; update the Notes section; clean up confusion on ASR results row.

9/11/13 – Bob Raynes suggested that the remarks section be made larger as well as adding a place for air content range and slump range. Others pointed out that when you check “other” it fills out the admixture section and that it would be nice if you could tab or enter through the form. Mike stated that these are FileMaker forms and he will see if the entry issues can be addressed when the form is updated. Bob would like better instructions on what is required to be included with the submittal. He said there is a federal form that works well and will send that to Mike for review.

**Action Plan:** Review the draft form at the next meeting.

**New Issue:** Proposed Changes to WSDOT Std Spec 9-01.2(4) Blended Hydraulic Cement – Mike Polodna

Current spec has a C3A limit of 8 percent which may not be appropriate. The spec is being revised to require moderate sulfate resistance blended cements and require the appropriate testing per AASHTO M 240.

9/11/13 – There was agreement that this is an appropriate change.

**Action Plan:** Issue complete.

**New Issue:** Proposed Changes to WSDOT Std Spec 6-02.3(5)H Sampling and Testing for Compressive Strength and Initial Curing – Kurt Williams

The spec is being revised to provide better direction on the requirements for cure boxes. The proposed wording was provided in a handout.


**Action Plan:** Review WSDOT Std Spec 6-02.3(5)H along with any changes to WSDOT FOP for T23 again at the next meeting.
Discussion Items:

**Type 1L Cement** – Rob Shogren informed us that the CSA is giving a webinar today on Type 1L cement and that they vote on adoption of it in October. Rob will send WSDOT the presentation.

Bob Raynes inquired why WSDOT uses 2 – 4x8 cylinders instead of 3 as required by AASHTO. Kurt responded that WSDOT has had good success using 2 cylinders and will continue to do so.

**Controlled Density Fill** – Craig Matson said that he had some CDF rejected in Spokane because it was late to the jobsite and asked if the time and temperature requirements applied to CDF. Mike Polodna replied that the requirements of 2-09.3(1)E apply to CDF.

Mark Gaines reported that self-consolidating concrete for field placement is currently being reviewed for approval by the bridge office and he expects to see it implemented in 2014.
6-02.3(5)H Sampling and Testing for Compressive Strength and Initial Curing

Acceptance testing for compressive strength shall be conducted at the same frequency as the acceptance tests for temperature, consistency, and air content.

The Contractor shall provide, maintain and if required provide multiple cure boxes in accordance with WSDOT FOP for AASHTO T 23 for curing concrete cylinders. Only cure boxes that are listed in the current WSDOT Qualified Products List (QPL) may be used. The cure boxes shall be within walking distance of the point of acceptance, not to exceed 300 feet, unless otherwise approved by the Project Engineer. The Contractor shall also provide, maintain and operate all necessary power sources and connections needed to operate the cure boxes. The cure boxes shall be in-place and functioning at the proper temperature prior to concrete placement. Concrete cylinders shall be cured in the cure boxes at the specified temperature in accordance with WSDOT FOP for AASHTO T 23. The cure boxes shall have a working lock and the Contractor will provide WSDOT with keys to the locks. Once concrete cylinders are placed in the cure box, the cure box shall not be moved or disturbed until the cylinders have been cured and have been removed in accordance with these Specifications.

The Contractor shall protect concrete cylinders in cure boxes from excessive vibration and shock waves during the curing period in accordance with Section 6-02.3(6)D.

6-02.5 Payment

“Cure Box”, lump sum.
The lump sum Contract price for “Cure Box” shall be full pay for all costs for the specified Work including providing, operating, maintaining, moving and removing the cure boxes and providing, maintaining and operating all necessary power sources and connections needed to operate the curing boxes. When no Bid item is included in the Proposal and payment is not otherwise provided, Cure Boxes shall be considered as incidental to the construction and all costs therefore shall be included in the unit Contract prices for the item of concrete Work involved.