Improving HMA, Bullfrog
November 8, 2013 Meeting Minutes

Present	Name	Company	Present	Name	Company
X	Berg, Kirk	WSDOT	X	Hill, Kentin	Granite
X	Carpenter, Jeff	WSDOT	X	Markle, Jason	Pyramid
X	Costello, Mike	Pyramid	X	McDuffee, Steve	Watson Asphalt
X	Clayton, E. J.	Granite	X	Morgan, T.J.	Inland Asphalt
	Brickey, Bill	Granite	X	Pederson, Chris	Construction Testing Labs
X	Dempsey, Bill	Lakeside		Sarhan, Anthony	FHWA
X	DeVol, Joe	WSDOT	X	Schneider, Glenn	WSDOT
X	Dyer, Bob	WSDOT	X	Schofield, Dave	CWA
X	Erickson, Dave	WSDOT	X	Shearer, Tim	Miles Resources
X	Gent, David	ICON Materials		Troth, George	Granite
X	Gaetz, Tom	WAPA	X	Uhlmeyer, Jeff	WSDOT
X	Griffith, Brad	Poe Asphalt	X	Williams, Kurt	WSDOT

1) Reviewed status of action items from last meeting.
   a) Kirk Berg and Dave Gent presented their proposed draft of a spec for electronic weight tickets (Attachment 1)

2) Measuring HMA by the Cubic Yard – Pilot Project Debriefing (Kirk Berg)
   a) Kirk handed out a copy of the spec used on the pilot project (Attachment 2).
   b) Goals of the spec:
      i) Reduce admin costs
      ii) Improve safety by getting ticket taker off the grade
      iii) Eliminate the cost of weighing trucks
   c) Comments and suggestions for improvement:
      i) Conversion factor used was 2.05 Tons/C.Y.
      ii) Pilot project was paving on new grade
      iii) Need to consider effect of pavement rutting if used in overlay jobs
      iv) Consider adjusting the over-depth core tolerance, seems harsh to contractor

3) High RAP/RAS and How It's Been Working (Kurt Williams)
   a) Mix Design Issues -Had multiple mix designs submitted (I-90 had 3) before one passed. And this ties to the last item on depleted stockpiles.
   b) Latest GSP Spec. Changes – Reviewed excerpts from the GSP that will go into all HMA jobs after 1-1-2014.
   c) Depletion of RAP Stockpiles - Issues with contractors submitting multiple High RAP/RAS mix designs for one stockpile, that exceeded the stockpile quantity.

4) Necessity of dedicated RAP or RAS stockpiles for the high RAP/RAS spec. (Dave Gent)

a) With consistent testing and testing documentation, are set aside stockpiles necessary? WSDOT said yes, we need to know oil properties and quantities, and aggregate fracture.
b) This section of the RAP / RAS design spec. causes multiple logistical problems for high RAP / RAS producers and is a barrier to using the high RAP spec.
c) Kurt Williams (WSDOT) and Tim Shearer (Miles) to co-chair the committee on High RAP/RAS. This committee will discuss the continuing evolution of the GSP.

5) Review spec. for mandated use of the shuttle buggy on small projects, such as roundabouts, (Dave Gent)
   a) Is impractical and is not being used with consideration to specific jobs.
   b) Much like many "blanket" applications, the MTV being the default in the current specs. is causing issues in the field on jobs where it is not an appropriate tool, if for the entire job or for portions of the job.
   c) Dave Erickson said we need to review the Standard Specifications in Section 5-04.3(3)A to possibly expand the PE authority to delete the MTD/V requirement in areas not listed in the last sentence of the first paragraph. He requested that the contractors try to contact the PE during the ad period so the use of the MTD/V can be addressed pre-contract.

6) Notched wedge joints (Watson, et. al.)
   a) Requires more room than is being designed. For example, if there is traffic in an adjacent lane, there needs to be more pavement ground out to allow room for the construction of the joint and safety of the workers. Industry said the underlying issue is the constructability of the work required in the contract and not just to use or not use a notched wedge joint.
   b) Projects need to be designed so there is enough room to build the notched wedge safely.
   c) Problems have arisen also because of the required use of traffic barrels. This limits the amount of room available for the traffic to go past the paver during construction.

7) Roadway Core Density Acceptance Proposal (Kurt Williams)
   a) Goal is to develop a GSP that would allow WSDOT to use cores for density acceptance but require the contractor to do QC testing and enter into SAM.
   b) Some like the use of cores; others did not. Requires more coordination of the work between the paving crew and the coring crew. It was agreed that on a one day paving project cores would be acceptable.

8) 2014 5-04 Mix Design Spec. Changes (Kurt Williams)
   a) Changes to Standard Specs, Hamburg requirements etc. in 2014 specs. (Attachment 3)
   b) Kurt noted that the January 2014 Standard Specifications required the contractor to submit the Hamburg and IDT testing information with the HMA mix design and the HMA mix design is required to pass the Hamburg and IDT test requirements prior to paving. After much discussion within the Group Kurt said he is agreeable to discussing a delay of the implementation date of the specification that requires the Contractor to submit Hamburg data with the mix design and the State Materials Laboratory could run the Hamburg and IDT test on the mix designs.

9) 9-03.8(7)2 HMA Tolerances and Adjustments
   a) PE Job Mix Formula (JMF) Adjustments: WSDOT discussed at one point eliminating the PE's ability to adjust the binder content by 0.3% that is allowed in Section 9-03.8(7)2. This can get

abused at times with asphalt pavers making adjustments to lower the amount of binder for binder cost savings, not for improving the mix and the PE's are approving. Options are education of PE's, reduce the amount PE's can adjust or eliminate the PEs ability to do this altogether in specifications, which would make the changes go up to HQ Const?

b) It was agreed that there are no changes needed at this time to the authority of the PE for changes the JMF for asphalt binder.

10) Intelligent Compaction Demonstration Project
   a) NW Region is proposing for an IC demonstration is SR 539 – International Boundary Port of Entry Improvement MP 14.35 to 15.16. The project adds two northbound lanes to SR 539 approaching the border crossing
11) GSP for Pay for Anti-strip
   a) The 2014 Standard Spec Book says that pay for anti-strip will be incidental to HMA bay the ton. _____handed out a draft of the GSP (Attachment 4) that will go into effect with the new Spec Book that pays for anti-strip by FA. The GSP will be abandoned for contracts advertised after July 1, 2014.
12) Proposal for New Sub-committee
   a) Tim Shearer proposed that a new subcommittee be established to deal with recycled materials. (Attachment 5).

ACTION ITEMS

ITEM	WHAT	WHO	STATUS
13-01	Distribute last 3 years of Hamburg data for all companies, to all companies	Joe DeVol	In Progress
13-02	Reconsider the anti-strip requirements for temporary HMA	Dave E	In Progress
13-04	Develop a proposal to eliminate the Scaleman's Daily Report	Dave Bell	In Progress
13-05	Review WMA certification paperwork and try to streamline	Bob Dyer	In Progress
13-06	Develop proposal for electronic truck tickets (instead of paper tickets)	Dave Gent Kirk Berg	Done
13-06a	Discuss draft electronic tickets spec with FHWA	Bob Dyer	New
13-06b	Use the new electronic tickets spec in a contract as a Special Provision	Kirk Berg	New
13-07	Develop proposal for use on "far away" projects to use hopper weights for scale checks in lieu of current process.	Dave Schofield Bill Dempsey Dave E	New
13-08	Revise spec for volumetric measurement of HMA for payment based on lessons learned from pilot project. Include instructions for use describing type of projects the spec is appropriate for	Kirk Berg	New
13-09	Review 5-04.3(3)A to possibly expand the PE authority to delete the MTD/V requirement in areas not listed.	Dave Erickson	New

Meeting minutes prepared by Bob Dyer, WSDOT Assistant State Construction Engineer.

ATTACH 1

Electronic delivery of tickets (draft proposal)

Supplemental to 1-09.2(2), after the last paragraph add:

If approved by the Engineer, transmitting electronic images of the actual physical tickets via a properly enabled tablet or PC, supplied to the material receiver for this purpose, is allowable. The physical delivery tickets will be held for later collection by a WSDOT representative and vehicle operators will continue to bring delivery tickets to the material delivery point in the event the material receiver finds it necessary to collect tickets at the point of delivery.

ATTACH 2

Measurement

The first paragraph of Section 5-04.4 is revised to read: should be per c.y.

(******)

HMA CL. ½ In. PG 64-28 will be measured by volume. The volume will be determined by multiplying the neat line area shown in the Plans by the depth of HMA determined as described below. All HMA placed outside of the neat line planned areas will not be measured or paid for.

The HMA depth measurement will be determined by the Engineer as the adjusted average depth of 5 cores obtained by the Contracting Agency after the final lift is completed. Core locations will be determined by the Project Engineer in accordance with WSDOT Test Method T-716. Each core will contain all lifts of pavement and will be measured to 0.01 foot. For purposes of determining the adjusted average depth, any core depth measurement which exceeds plan depth shall be adjusted down to the value equal to the plan depth. No adjustment will be made to core depth measurements that are equal to or less than plan depth. The sum of the 5 depth measurements so adjusted will then be divided by 5, then recorded to the nearest 0.001 foot.

Payment

The first paragraph of Section 5-04.5 is revised to read:

(******)

Payment will be made in accordance with Section 1-04.1 for the following:

"HMA Cl. __ PG __", per cubic yard.

Section 5-04.5 is supplemented with the following:

conv. factor used = 2.05 $\frac{\text{Ton}}{\text{C.Y.}}$

need to consider existing pavement rutting

Kirk might tweak tolerance a little bit

goals of spec: reduce admin costs
: safety: get ticket taker off grade
: elim cost of weighing trucks

ATTACH 3

Mix Criteria	HMA Class							
	⅜ inch		½ inch		¾ inch		1 inch	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Voids in Mineral Aggregate (VMA), %	15.0		14.0		13.0		12.0	
Voids Filled With Asphalt (VFA), %								
ESAL's (millions)	VFA							
< 0.3	70	80	70	80	70	80	67	80
0.3 to < 3	65	78	65	78	65	78	65	78
3 to < 10	73	76	65	75	65	75	65	75
10 to < 30	73	76	65	75	65	75	65	75
≥ 30	73	76	65	75	65	75	65	75
Dust/Asphalt Ratio	0.6	1.6	0.6	1.6	0.6	1.6	0.6	1.6
Hamburg Wheel-Track Testing, WSDOT FOP for AASHTO T 324 Rut Depth (mm) @ 15,000 Passes		10		10		10		10
Hamburg Wheel-Track Testing, WSDOT FOP for AASHTO T 324 Minimum Number of Passes with no Stripping Inflection Point	15,000		15,000		15,000		15,000	
Indirect Tensile (IDT) Strength (psi) of Bituminous Materials WSDOT FOP for ASTM D 6931		175		175		175		175
~~Stripping Evaluation, WSDOT Test Method T 718~~	~~Pass~~		~~Pass~~		~~Pass~~		~~Pass~~	

	ESAL's (millions)	N initial	N design	N maximum
% Gmm	< 0.3	≤ 91.5	96.0	≤ 98.0
	0.3 to < 3	≤ 90.5	96.0	≤ 98.0
	≥ 3	≤ 89.0	96.0	≤ 98.0
Gyratory Compaction (number of gyrations)	< 0.3	6	50	75
	0.3 to < 3	7	75	115
	3 to < 30	8	100	160
	≥ 30	9	125	205

The mix criteria VMA and VFA only apply to HMA accepted by statistical evaluation.

When material is being produced and stockpiled for use on a specific contract or for a future contract, the uncompacted void content, fracture, and sand equivalent requirements shall apply at the time of stockpiling. When material is used from a stockpile that has not been tested as provided above, the Specifications for uncompacted void content, fracture, and sand equivalent shall apply at the time of its introduction to the cold feed of the mixing plant.

9-03.8(3) Grading

9-03.8(3)A Gradation

The Contractor may furnish aggregates for use on the same contract from multiple stockpiles. The gradation of the aggregates shall be such that the completed mixture complies in all respects with the pertinent requirements of Section 9-03.8(6).

Acceptance of the aggregate gradation shall be based on samples taken from the final mix.

http://www.wsdot.wa.gov/Business/Construction/SpecificationsAmendmentsGSPs.htm

This handout ONLY applies to > 20% RAP/RAS mix designs

Excerpts from GSP for all HMA jobs going on ad after 1-1-14

5-04.2 Materials

Section 5-04.2 is revised to read:

True grade only in High RAP/RAS mixes

The grade of asphalt binder shall be as required by the Contract. Blending of asphalt binder from different sources is not permitted. For HMA with either a RAP percentage greater than 20 percent of the total weight or any amount of RAS the actual grade of the final blended asphalt binder (after inclusion of RAP, RAS, new asphalt binder and recycling agent) shall be not exceed the grade as of asphalt binder required by the Contract and comply with the requirements of Section 9-02.1(4). The actual grade of the new binder and the final blended asphalt binder shall be verified in accordance with AASHTO R 29 and reported to the Contracting Agency when submitting the mix design for evaluation.

new spec does not allow bumping on non High RAP contracts

9-02.1(4) Performance Graded Asphalt Binder (PGAB)

Section 9-02.1(4) is supplemented with the following:

For HMA with either a RAP percentage greater than 20 percent of the total weight or any amount of RAS the following shall apply:, the new asphalt binder, and recycling agent which is blended withand the recovered asphalt (RAP and/or RAS) when blended in the proportions of the mix design shall to meet the final grade of PGAB binder requiredrequirements of AASHTO M 320 Table 1 for the grade of asphalt binder specified by the Contractshall meet one of the performance grade requirements of AASHTO M 320 Table 1The Direct Tension Test (AASHTO T 314) of M 320 is not a specification requirement.

9-03.8(2) HMA Test Requirements

The second paragraph in Section 9-03.8(2) is revised to read:

Mix Criteria	HMA Class							
	⅜ inch		½ inch		¾ inch		1 inch	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Voids in Mineral Aggregate (VMA), %	15.0		14.0		13.0		12.0	
Voids Filled With Asphalt (VFA), %								
ESAL's (millions)	VFA							
< 0.3	70	80	70	80	70	80	67	80
0.3 to < 3	65	78	65	78	65	78	65	78
3 to < 10	73	76	65	75	65	75	65	75
10 to < 30	73	76	65	75	65	75	65	75
≥ 30	73	76	65	75	65	75	65	75
Dust/Asphalt Ratio	0.6	1.6	0.6	1.6	0.6	1.6	0.6	1.6
Stripping Evaluation, WSDOT Test Method T 718	Pass		Pass		Pass		Pass	
[4]Hamburg Wheel-Track Testing, WSDOT FOP for AASHTO T 324 Rut Depth (mm) @ 2015,000 Passes		102.5		102.5		102.5		102.5

to match the spec book

across the board now

Hamburg Wheel-Track Testing, WSDOT FOP for AASHTO T 324 ~~Minimum~~ Number of Passes with no Stripping Inflection Point	15,000		15,000		15,000		15,000
[1]~~Texas Department of Transportation~~ Indirect Tensile (IDT) Strength (psi) of Bituminous Materials WSDOT FOP for ASTM D 6931~~Test, Tex-226-F(psi)~~		1750		1750		1750	1750

across the board now

5-04.3(7)A2 Statistical or Nonstatistical Evaluation

Section 5-04.3(7)A2 is revised to read:

Mix designs ~~for HMA accepted by statistical and nonstatistical evaluation~~ shall be submitted to the Project Engineer on WSDOT Form 350-042. For a mix design that was originally developed for another WSDOT contract, the Contractor shall also submit WSDOT Form 350-041 and include all changes to the job mix formula that have been approved on other contracts.

For mix designs ~~for HMA accepted by statistical and nonstatistical evaluation, which have~~with 20 percent or less total weight RAP and no RAS, the Contractor shall submit representative samples of the mineral materials that are to be used in the HMA production. The Contracting Agency will use these samples to evaluate the mix design ~~determine anti-strip requirements, if any,~~ in accordance with the WSDOT FOP for AASHTO T 324 (Hamburg Wheel-Track Testing) and WSDOT FOP for ASTM D 6931 (Indirect Tensile Strength) requirements in Section 9-03.8(2)~~WSDOT Test Method T 718~~. ~~Anti-strip e~~Evaluation of HMA mix designs proposed by the Contractor that include 20 percent or less total weight RAP and no RAS will be completed without the inclusion of the RAP. Submittal of RAP samples is not required. ~~A mix design/anti-strip evaluation report will be provided within 25 calendar days after a mix design submittal has been received in the State Materials Laboratory in Tumwater. No paving shall begin prior to issuance of the mix design/anti-strip evaluation report or reference mix design/anti-strip evaluation report for that year.~~

For ~~M~~mix designs ~~for HMA accepted by statistical, and nonstatistical or commercial evaluation, which~~with ~~have~~ greater than 20 percent of the total weight RAP or any amount of RAS shall be submitted to the Project Engineer for ~~verification testing~~evaluation. The Contractor shall submit representative samples of the mineral materials, RAP, RAS and 100 grams of recovered asphalt residue from the RAP and RAS that are to be used in the HMA production. The Contracting Agency ~~will~~ may use the recovered asphalt residue samples to conduct ~~verification~~ testing of the final blended asphalt binder in accordance with Section 9-02.1(4). The Contracting Agency ~~will~~ may use the mineral aggregate, RAP and RAS to conduct ~~verification~~ testing of the mix design in accordance with WSDOT Standard Operating Procedure 732, AASHTO T 324 (Hamburg Wheel-Track Testing) and ASTM D 6931 (Indirect Tensile Strength)~~and to determine anti-strip requirements, if any, in accordance with WSDOT test method T 718~~. ~~A mix design/anti-strip evaluation report will be provided within 25 calendar days after a mix design submittal has been received in the State Materials Laboratory in Tumwater. No paving shall begin prior to issuance of the mix design/anti-strip evaluation report for that year.~~ The mix design will be rejected ~~I~~if the results of ~~the verification~~ testing by the Contracting Agency of the final blended asphalt

binder fails to meet~~s~~ the requirements of Section 9-02.1(4) ~~and~~ or the mix design including RAP and RAS fails to meet the AASHTO T 324 (Hamburg Wheel-Track Testing) or ASTM D 6931 (Indirect Tensile Strength) requirements of Section 9-03.8(2) or is not within the tolerances in Section 9-03.8(7). ~~the mix design will be considered verified. If the results of the verification testing of the final blended asphalt binder fails to meet the requirements of Section 9-02.1(4) or the mix design including RAP and RAS is not within the tolerances in Section 9-03.8(7) the mix design will be rejected.~~

A mix design evaluation report will be provided within 25 calendar days after a mix design submittal has been received in the State Materials Laboratory in Tumwater. No paving shall begin prior to issuance of the mix design/anti-strip evaluation report or reference mix design evaluation report for that year.

Section 5-04.3(7)A3 is supplemented with the following:

Mix designs for HMA with greater than 20 percent of the total weight RAP or any amount of RAS may be evaluated for acceptance in accordance with Section 5-04.3(7)A2.

5-04.3(8)A7 Test Section – HMA Mixtures

Section 5-04.3(8)A7 is supplemented with the following:

The following requirements shall apply to mix designs with greater than 20 percent RAP by weight or RAS:

For each class of HMA accepted by statistical evaluation, the Contractor shall construct a test section to determine whether the mixture meets the requirements of Sections 9-03.8(2) and 9-03.8(6). The test section shall be constructed at the beginning of paving and will be at least 600 tons and a maximum of 1,000 tons or as approved by the Project Engineer. No further wearing or leveling HMA will be paved on any of the ~~day of or the~~ four calendar days following the construction of the test section ~~to allow for completion of testing by the Contracting Agency~~. The mixture in the test section will be evaluated as a lot with a minimum of three sublots required. If more than one test section is required, each test section shall be a separate lot.

For a test section to be acceptable the pay factor (PF) for gradation, asphalt binder and Va shall be 0.95 or greater for each constituent and the remaining test requirements in Section 9-03.8(2) (dust/asphalt ratio~~n~~, sand equivalent, uncompacted void and fracture) shall conform to the requirements of that section. When the pay factor for any item is less than 0.95 the Contractor shall make adjustments to the mixture in accordance with Section 9-03.8(7) and construct a new test section. The Project Engineer may waive the requirement for the construction of a new test section.

~~For all HMA of the same class and PG asphalt binder grade, payment for the HMA test section(s) will be in accordance with the provisions of 5-04.5(1) Quality Assurance Price Adjustments.~~

ATTACH 4

2014 Standard Specification GSP for Anti-Stripping Additive

Instructions for use:

Use in all projects with HMA that are advertised from January 1, 2014 through June 30, 2014.

Section 5-04.4 is supplemented with the following:

No specific unit of measure will apply to the calculated item of anti-stripping additive.

Section 5-04.5 is supplemented with the following:

"Anti-Stripping Additive", by calculation.

"Anti-Stripping Additive" will be paid for in accordance with Section 1-09.6 except that no overhead, profit or other costs shall be allowed. Payment shall be made only for the invoice cost of the additive. The quantity of asphalt binder shall not be reduced by the quantity of anti-stripping additive used. For the purpose of providing a common Proposal for all Bidders, the Contracting Agency has entered an amount in the Proposal to become a part of the total Bid by the Contractor.

ATTACHMENT 5

MILES
RESOURCES

HMA TASKFORCE 11-07-2013

Gentlemen,

In light of the fact that this is the only remaining taskforce and assuming this is the wrong venue to include all the producers that should be included.

I propose a recycling subcommittee to address the increased volume of salvaged construction materials

The benefits of these materials being incorporated in new construction has more and more value as natural resources are farther to market and landfills are not responsible , available or practical.

Here are some bullet points for consideration

- Consider making recycled construction materials its own section
- Establish allowed materials
- Establish the testing and quality protocol
- Establish gradations based on required performance of the materials
- Utilize existing material studies from all qualified sources
- Incorporate all current WSDOT specifications that have value

Thank you

Tim Shearer

Operations manager

Miles resources

Improving HMA, Bullfrog
May 9, 2013 Meeting Minutes

Present	Name	Company	Present	Name	Company
X	Berg, Kirk	WSDOT	X	McDuffee, Steve	Watson Asphalt
	Costello, Mike	Granite	X	Morgan, T.J.	Inland Asphalt
X	Clayton, E. J.	Granite	X	Pederson, Chris	Construction Testing Labs
X	Brickey, Bill	Granite	X	Sarhan, Anthony	FHWA
X	Dempsey, Bill	Lakeside	X	Schneider, Glenn	WSDOT
X	DeVol, Joe	WSDOT	X	Schofield, Dave	CWA
X	Dyer, Bob	WSDOT		Shearer, Tim	Miles Resources
X	Erickson, Dave	WSDOT		Troth, George	Granite
X	Gent, David	ICON Materials	X	Uhlmeyer, Jeff	WSDOT
X	Gatez, Tom	WAPA	X	Williams, Kurt	WSDOT
	Hill, Kentin	Granite			

1. 2014 Standard Specifications mix design requirements: Hamburg & IDT (Joe D)
   - The purpose for the following changes is to improve HMA long-term performance by reducing or eliminating rutting and moisture susceptibility.
     - For the IDT test WSDOT is changing from the Texas method 226 to ASTM D6931.
     - For rutting and moisture susceptibility test (stripping), WSDOT will change from the current test method T 718 to Hamburg AASHTO T 324.
   - After the Improving HMA meeting of October 2012, WSDOT provided each company their informational Hamburg test data from the last three years.
   - Today, industry agreed WSDOT could share all companies' Hamburg data with all companies.
   - Industry expressed concerns about 50 gyration mixes in ½ or 3/8 inch being unable to meet the proposed specifications.
   - WSDOT representatives stated that the only application for 50 gyration mixtures would be under PCC and these projects would be dealt with on a case by case basis where the specifications may need to be amended.

2. 2014 Standard Specifications Change: Anti-strip additive included in HMA unit bid price (Kurt W)
   - WSDOT expressed concerns that the current method of paying for anti-strip (force account) does not always reward the true low bidder on commercial sources.
   - WSDOT will revise the Standard Specifications for 2014 by removing the measurement and payment for anti-strip. The costs for the anti-strip will be incidental to the HMA.
   - Dave Erickson agreed to a GSP for approximately the first six months of 2014 that would postpone anti-strip being incidental to HMA. The six month delay would allow the contractors to better determine the anti-strip costs in conjunction with the revisions to the mix design process (Hamburg Wheel-Tracking Device and Indirect Tensile Test).

3. High RAP & RAS GSP (Joe D)
   - 2013 Update – So far, 4 mixes (on 2 contracts) have been submitted with >20% RAP. None have included use of RAS.

- The first mix design received failed to meet the asphalt binder specification requirements, the second mix design was recently approved. This design included 42% RAP (37.1% binder replacement).
- The other two mix design are currently at various stages of evaluation.
  - Industry expressed concerns on not having enough available stockpile area owing to the requirement for all recycled material to be in place prior to mix design approval.
- WSDOT expressed concerns that in order for the end product asphalt to meet requirements, it is critical to know the properties of the reclaimed/reused asphalt binder, as well as the percent asphalt binder and gradation of entire RAP stockpile.

- 2014 Proposed Revisions: PG binder grade spec change (only applies to >20% RAP/RAS)
  - WSDOT will not allow bumping on >20%RAP/RAS. i.e., final product asphalt binder must meet and not exceed the grade required in the contract.

4. HMA Mix Design/Anti-Strip Evaluation reports (Dave G)
   - The group discussed changing 5-04.3(7)A1 to eliminate "calendar year" references and replace with a 12 month period reference so mix designs don't "expire" every December 31st. After WSDOT explained the current system allows asphalt mix designs to be used multiple years, it was decided that WSDOT will leave the system as-is. No change.

5. Commercial ***Evaluation*** of HMA (Dave G)
   - Temporary HMA – The spec will be changed to evaluate temporary HMA as commercial. WSDOT will need reconsider the Hamburg requirements in such cases, and respond at a later date.
   - HMA for PCC base - HMA used beneath PCCP will not be added to the applications defined for commercial evaluation.

6. ATB Spec – to retain or not to retain, that is the question. (Dave G)
   - Dave Erickson stated that WSDOT will remove the ATB spec from the 2014 spec book because it is so out of date and needing revisions.
   - Dave suggested that if industry wants to continue to have an ATB spec for city and county projects APWA should work with WSDOT Local Programs to get the old spec updated.

7. Do away with the "Scaleman's Daily Report" (Dave G)
   - Industry is suggesting to eliminate this report owing to improvements in technology
   - It was agreed that industry would propose an alternative (Dave Bell was volunteered to take the lead)
   - FHWA Anthony suggested that any alternate process should address the original intent, which was to guard against the possibility of fraud.

8. Allowance of scanned and forwarded truck tickets to the project Inspectors rather than collecting physical tickets on the job site. (Dave G)
   - Ticket taking is a dangerous function and in most cases, electronic delivery could easily be achieved.
   - It was agreed that industry would prepare a proposal. Leads are Dave Gent and Kirk Berg

9. Warm Mix Asphalt production certification from commercial (fixed) plants (TJ Morgan)
   - Current process requires the same paperwork to be submitted on every project
   - Bob Dyer agreed to review the process and see what can be done to streamline

ACTION ITEMS

ITEM	WHAT	WHO	WHEN	STATUS
13-01	Distribute last 3 years of Hamburg data for all companies, to all companies	Joe D	ASAP	
13-02	Reconsider the Hamburg requirements for temporary HMA	Dave E		
13-03	Work with WSDOT Local Programs to get updated ATB spec	APWA		
13-04	Develop a proposal to eliminate the Scaleman's Daily Report	Dave G Kirk B		
13-05	Review WMA certification paperwork and try to streamline	Bob D		

Meeting minutes were prepared by Bob Dyer, WSDOT Assistant State Construction Engineer.