

WADOT IC Project - Meeting # 1

FHWA Intelligent Compaction HMA In-Place Density Study - WADOT IC Field Project

Date: Nov. 18, 2013, Time: 8:00AM-9:30AM PST

Attendees:

FHWA IC Team

Victor (Lee) Gallivan, FHWA, COR

George Chang, Transtec Group, PI

FHWA_WA

Jeff Horton, NW Region Area Engineer FHWA-WA

Susan Ellis, Const / Materials / Pavement Engineer, FHWA-WA

Washington State DOT

Jeff Uhlmeyer, State Pavement Engineer

Mark Russell, State Pavement Design Engineer

Dave Erickson, State Construction Engineer for Roadway

Kim Willoughby, State Research and Development Office

Jay Drye, Engineering Manager - Mt Baker

Patrick Fuller, Assistant Project Engineer

Chris Damitio - WSDOT Project Engineer - Bellingham WA (not present)

Jason Koreski - WSDOT Design Lead - Bellingham WA (not present)

Summary and Action Items

The candidate project:

- The project title is "SR 539 - Lynden-Aldergrove Port of Entry Improvements".

- It is a combined WSDOT and Canada Border Services Agency (CBSA) project.
- The project length is 3000 ft. The test sections will be at the two new lane construction areas on SR 539 adjacent to the border to Canada.
- The pavement layers will include 2 lifts of asphalt base course and 1 lift of surface course. WMA with RAP will likely be used. The asphalt base course will be the focus of this IC demo. IC mapping on the embankment may be conducted prior to the asphalt paving to establish the baseline responses.
- Day time operation is expected without traffic – ideal for an IC demo.
- This project will be advertised in January 2014. FHWA will provide an IC Special Provision document for WADOT to modify and include in the letting document. The embankment work will start first followed by the asphalt paving, tentatively, in July or August, 2014.
- Patrick Fuller is the designated champion for this IC demo.

WADOT's consideration for this demo

- MTV may be considered be required during the base course construction.
- Since the paving/compaction won't be different from normal operation except two conventional rollers will be replaced with IC roller, the normal QA procedure will likely be observed.
- A WADOT staff with nuclear density gauge will be assisting the FHWA IC team during the 3-day field IC demo in addition to normal QA tests. Additional nuke and an operator may be considered.
- MOBA PAVE-IR may be considered in this demo at no cost to WADOT. FHWA suggests trying out the new scanner version that is less intrusive to the paving operation.
- WADOT has not yet considered LWD-a test (to be provided by Kessler), FWD test (to be provided by WADOT), and a ICDM-Veda workshop (may be considered as a separate event in the Olympia areas).
- NW, NC and Olympia Regions may provide core rigs (needs 2+) for the coring operation of 60 cores on Day 2 of the IC demo. Kim shared that such operation is doable for a tack coat research project.
- WADOT regional labs and its research division may assist on lab bulk density tests for 60 cores.
- Open house may be held in a nearby town due to the remoteness of this location. Therefore, it is estimated 20-40 attendance instead of 70.

Next steps – WADOT

- Patrick will conduct internal meeting with WADOT staff to further discuss the logistics regarding coring operation, lab tests, and other considerations before committing to the FHWA regarding this IC demo.

FHWA IC Team's consideration for this demo

- IC roller availability is still uncertain but it should not be issues to provide 2 IC rollers for this project.

- Ideally, the timing of this IC demo can be back-to-back with the ID IC demo.

Next steps – FHWA IC team

- George will prepare an IC Special Provision for WADOT.
- If WADOT commits to this IC demo, the FHWA IC team will plan for the second meeting in April/May 2014 to get all parties (paving contractors, IC roller vendors, and GPS vendors) involved.

Next Meeting

April/May 2014.