

NRRA
Executive Committee Meeting
September 27, 2016

ATTENDEES & WELCOME

Glenn Engstrom – MnDOT	Steve Krebs – Wisconsin DOT
Ben Worel – MnDOT	Sheila Beshears – Illinois DOT
Jeff Brunner – MnDOT	Paul Oehme – Minnesota LRRB
Lisa Bilotta – MnDOT/Administrative	Bob Orthmeyer – FHWA
Charles Wienrank – Illinois DOT	Lyndon Robjent – Minnesota LRRB
John Donahue – Missouri DOT	Linda Taylor – MnDOT
Barry Paye – Wisc. DOT/Flexible Team Chair	Brett Trautman – Missouri DOT

Goals of this meeting: The group discussed the top ideas and where they fall in the individual team's priorities.

Travel: The Executive Committee approved the travel to Illinois for IC training. This will be two training classes, one in Chicago and one in Springfield.

Construction Needs: After discussing the options for construction during this meeting a survey monkey will be sent to Executive Committee members to vote on the items they want. Once this is completed we will calculate the results and determine the funds needed to complete the chosen projects. If the results do not exceed the funding available no additional meetings will be necessary before moving forward. If you have any questions on the individual proposed projects ask Ben or the Team chair.

Criteria that should be considered when voting include:

cost effectiveness – the percentage of poor pavements is high and rising;

new methods & materials – don't repeat what has already been done;

return on investment – is it implementable and to what extent is the return on investment.

It is important to balance the condition of a section with the planned project and budget priorities. This means all needs are looked at across the board. The second priority in one area may be better or more cost effective than the top priority from another area.

The group heard from all Team Chairs who outlined their top priorities and project plans. The website gives detail on the proposed projects.

Preventive Maintenance Team:

Study 1- Maintaining poor roads – what is the best fix on the low volume highways? There is little funding devoted to them.

Study 2 – Partial Depth repair – Concrete side. There is interest from other parts of the country on this issue. Also includes environmental issues.

Study 3 – HMA aging.

Flexible Team:

Study 1 – Overlay concrete w/HMA on 7-8 500' test cells.

Study 2 – Enhance compaction on 4 cells rather than the 7 cells shown. This will decrease the budget.

Study 3 – Performance testing. This will pick up where the MnROAD/NCAT Partnership study is not covering.

Rigid Team:

Study 1 – Fiber reinforced. This will focus on a specific fiber and change rates. The concrete industry is very interested in this and is working with LRRB on the issue.

Study 2 – PCC diamond grinding. How does diamond grinding affect ASR? Several diamond grinding sessions can be done in conjunction with other studies.

Study 3 – Early opening strength – divide into 9 areas and test over several days by adding load each day. Then look at other methods to open road to traffic sooner.

Study 4 – Reduce cementitious materials. What is the minimum cement needed to still get performance and workability. This should be used on the mainline and exposed to salt agents.

Geotech Team:

Study 1 – Use of recycled aggregates in base layers. Four test cells proposed for the LVR.

Study 2 – Use of larger aggregate subbase materials. Four test cells proposed for the LVR.

Study 3 – Subgrade stabilization was decided not to pursue at this time.

Study 4 – Shoulder alternatives will be done but on a very limited basis. Need to work with other teams to develop this further.

Some areas of interest for LRRB include:

1. Fiber reinforcement – think PCC on city streets.
2. Roller-impacted concrete. Finishing agents and treatments.
Savings from using all the existing items from the roadway.
3. 100% recycling with CIR and cold central plant mix.

CIR and cold central plant mix.

Other items were discussed but it was agreed that nothing new would be added at this time. Wisconsin would like to see more 100% recycling and thinner surfacing on low volume roads. Try chipseal over CIR on the low volume road.

What's next?: Ben will send out the survey monkey to all executive committee members soon. The target is 2.4 – 2.5 million which will keep some aside for design and contract administration costs.

Ben will tabulate the results then e-mail this group. At that time we will know if any adjustments to the total costs need to be made.

Tech Transfer Team: A newsletter is being created with the help of the Center for Transportation Studies using the remaining TERRA funds. A position has been posted with MnDOT that will assist with the tech transfer and communications needs for NRRRA as outlined in previous meetings.

Next Meeting: The next meeting is scheduled for November and will focus on tech transfer needs and plans. This group will also try to meet at TRB if an available meeting room can be found.

The 2017 Pavement Conference planning should begin as soon as possible.

Team meetings are now once per month instead of bi-weekly.