

Greenbook Committee of Public Works Standards, Inc.

New Materials and Methods Subcommittee Surface

Slurry Seal Subtask Force

MINUTES

Tuesday, December 6, 2016

**Presiding: Blaine Thomann, Co-Chair
Todd Vargason, Co-Chair**

1. Called to Order: 1:05 PM

2. Self-Introductions (from sign-in sheet):

Name	Agency / Co.	Tel.	E-mail
Camille Adler	OC Public Works	714-719-1723	camille.adler@ocpw.ocgov.com
Lance Allan	Roy Allan Slurry Seal	562-645-3363	lance@raslurry.com
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Doug Martin	Doug Martin Slurry	714-441-0513	doug@dougmartinconstruction.com

*denotes call-in attendance

3. Approval of Minutes from Last Meeting

Minutes from the 11/1/2016 meeting were approved

4. Old Business

Participants shared their findings on alternatives to the WTAT being used by others:

- Blaine relayed a conversation with a Caltrans rep, confirming Caltrans does not run the WTAT and instead relies on field inspections – Blaine said he would check again with Caltrans on the frequency of the field inspection on slurry jobs
- It was also mentioned that the state of Tennessee had a good QC plan established for slurry seal jobs

5. New Business

a. Co-Chairs and participants restated the objectives of the task force in an effort to move forward:

- 1) Find out what other test(s) besides the WTAT is being performed on slurry
- 2) Determine if there is a reasonable alternative to testing the slurry that does not include the WTAT
- 3) If no alternatives are available, a modification of the WTAT requirements in Greenbook should be explored

6. General Discussion

Participants engaged in a discussion on the pros and cons of the existing WTAT, including:

- Representatives from the City of Los Angeles strongly recommended that the WTAT remain in the Greenbook as is. The reps also said they have been performing the WTAT for more than 30 years, with very few problems. If problems did occur, resulting in failing WTAT results, the vendor was contacted and the problems were fixed. The reps also said any WTAT failures attributed to equipment problems were also easily remedied
- Adhering to the WTAT specifications requires sampling 2 samples per truck per day
- Micro surfacing needs to be kept in mind when considering changes to the WTAT requirements
- Both Co-Chairs suggested the discussion needs to be focused on the WTAT and not micro surfacing
- Many participants agreed with the continuing problem pertaining to field sampling and suggested that sampling problems, especially by inexperienced testers, may be the cause of failures during subsequent lab testing
- Several participants agreed there needs to be a way to penalize those who fail to properly sample for the WTAT in the field instead of placing the burden solely on the contractor
- The question was asked what would be the best corrective action when WTAT failures do occur
- Many agreed that field slurry mixing cannot be reproduced in the lab
- Many also agreed that even side-by-side testing can result in results that vary widely
- Amir asked how we can verify the mix design with the material being placed
- Lance mentioned that most testing agencies do not have experience with mix designs for slurry
- Doug Wilson agreed that the penalty for WTAT failures is strict
- WTAT results never verify application rates
- Doug Wilson also suggested if test results from a test strip were satisfactory, additional testing may not be necessary
- Many agreed that the calibration on the machine used to place slurry is very important
- Extraction results do not always indicate a slurry's performance
- Lance mentioned it was difficult for an agency to monitor the performance of completed slurry jobs. Lance also said whatever test is agreed to should be one that can be done faster than the WTAT
- Several participants agreed that the most expensive part of the WTAT is with the field inspection, sampling and fabrication of the patties

- Amir said that the WTAT patty does not always represent field conditions

7. General Consensus

After some discussion, Co-Chairs and participants agreed to three options (to possibly vote on) that will determine the committee's next course of action, including:

- Replacing the WTAT with an alternative test
- Leave the WTAT as is (no change)
- Modify the WTAT

Blaine said he would help draft a document with the options soon, and distribute to committee participants

8. Date of Next Meeting

The next meeting will be held on Tuesday, January 3, 2017 in conference room A, County of Orange, 1152 E Fruit Street, Santa Ana, CA 92701.

9. Adjourn: 3:10 PM

Submitted by:

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