

Construction Industry/NDOT Advisory Committee

Materials Subcommittee

Meeting Minutes, July 28, 2009

Attendees:

Rudy Malfabon, NDOT Dir. Office  
Reid Kaiser, NDOT Materials Div.  
Darin Tedford, NDOT Materials Div.  
Larry Sharp, Las Vegas Paving Corp.  
Mark Salazar, NDOT Materials Div.  
Derek Betts, Granite Const.  
Kevin Stoehr, Frehner Const. Co., Inc.  
Jeff Shapiro, NDOT Const. Div.

Steve Hale, NDOT Construction Div.  
Mike Douglas, Q & D Construction  
Edgard Hitti, Paramount Nevada  
Jim Ryan, Paramount Nevada  
Kevin Armstrong, Paramount Nevada  
Tracey Lockwood, Kalamazoo Materials

I. Approve Minutes

The minutes of our meeting April 21, 2009 were approved with a minor correction on attendees. Minutes from all subcommittees have been posted at:

[http://www.nevadadot.com/business/Liaison\\_Committee/MeetingAgendas.asp](http://www.nevadadot.com/business/Liaison_Committee/MeetingAgendas.asp)

Tracey Lockwood of Kalamazoo Materials was introduced as a new member of the subcommittee.

II. SEM Materials Update

Ergon has been supplying asphalt cement to NDOT's contractors and there doesn't appear to be concerns about the lack of availability from SEM Materials.

III. Furloughs of NDOT Employees

Due to state budget cuts, all NDOT employees are required to take one day per month on unpaid furlough leave. No overtime is allowed during the pay period that furlough leave is taken. This will affect the NDOT Materials Division's ability to expedite an asphalt mix design. Construction Division has discussed the impact of this policy with the AGC Northern Nevada Chapter and Southern Nevada Asphalt Paving Association (SNAPA). NDOT Construction Division is providing guidance to construction crews on what must absolutely be covered and where there is flexibility. FHWA will have to be consulted if materials testing frequencies are modified. Plant

calibrations will probably not be performed on weekends, but will be performed on weekdays to eliminate or reduce overtime. Materials Division was asked if they would consider using the Las Vegas lab for asphalt mix designs, and the response was no.

#### IV. Percent Within Limits (PWL)

A UNR research proposal on PWL was ranked high by NDOT's Research Advisory Committee (RAC) in order to compete for limited research funds. The next step is final ranking by the Research Management Committee (RMC) to see if the project will be funded. It is a 3-year research project, so it will be some time before PWL is specified on a project. The research project consists of 6 months of review of other states' programs, 18 months to look at our specifications, and 12 months to implement on a pilot project.

The question was asked if gradation will be a PWL spec. The response was no, as it is not recommended by FHWA. Bitumen ratio and compaction are possible PWL items.

***ACTION ITEM:***

*Provide a copy of the proposed research proposal to subcommittee members.*

#### V. Baghouse Fines

The question from last month was addressed. A contractor would not be allowed to increase baghouse fines over the spec limit of 2% maximum, even if stability and air voids were passing.

#### VI. Materials Pits

If a subsequent contract in the same highway corridor goes out to bid, the pit included in the contract documents for the earlier contract will not be indicated as available in the contract documents for the second contract.

Question: If two pits were available on a highway project, will the second pit become available for a subsequent contract that advertises?

Answer: Only if we don't need the COLA because of sharing (borrowing) the pit.

NDOT does not intend to get out of the pit business. There is a cost savings that is passed on to the state. In California, pits are not in the contract, which results in higher bids. Oregon provides pits in its contracts.

We will change order out pits so they are no longer reserved and they become available to other contractors to use. NDEP keeps a list of reserved pits. Regional

pits are available but have not been used very much the last 7 years or so. NDEP does not deal with Washoe or Clark County. In southern Nevada it will be business as usual but the same pit will not be provided on multiple contracts.

## VII. Prime Coat

The results of a survey of other state DOTs, Canada and FHWA Western Federal Lands was provided. Twenty states use prime coat. Sand blotter is used to minimize tracking onto haul truck tires. Topoin S was used on a couple of contracts (Carson Freeway, Blue Diamond, and Searchlight). The benefit of a prime coat is to act as a moisture barrier, provide stability during paving, and keep the surface of the aggregate base in good condition when trucks are hauling over it (prevents raveling and rock pockets).

Refer to Appendix 1 for handout of Prime Coat survey.

## VII. MSE Backfill

UNR did the first phase of a corrosion study. They found that the NDOT test method for resistivity on MSE backfill is inadequate and can underestimate resistivity. Corrosion occurred at the Flamingo MSE wall on I-515 in Las Vegas and at I-15 and Cheyenne, which was only 10 to 12 years old. NDOT will be going to the AASHTO test method.

Question: Are there independent labs available to qualify a contractor's pit?

It is anticipated that some sources will not pass the AASHTO test.

Tensar geogrid (a proprietary system with non-metallic reinforcing grids) will be tried on a couple of projects so it can be considered for the Qualified Products List (QPL). Currently it can be considered on a case by case basis for approval. Procedures will be adopted so other vendors can submit their products/systems for consideration. NDOT Bridge Division and Materials Division's Geotechnical Section will review and determine acceptance of alternative systems.

Contractors gave examples of the lack of precision of the current MSE backfill test method; samples from the same stockpile have passed and failed.

## VIII. Recycled Asphalt Pavement (RAP)

The McCarran Boulevard project funding was restored and Materials Division will specify half of the project with standard NDOT mix and half the project with 10 – 15 % RAP. Materials Division would like to look at other agencies' projects with or without RAP. They may sample another agency's project and run some tests.

*ACTION ITEM: Send out RAP specifications to subcommittee members.*

#### IX. Economic Stimulus Projects Update

*ACTION ITEM: Send out a current list of American Recovery and Reinvestment Act (ARRA) projects will be sent out to subcommittee members.*

NDOT can withhold progress payments if the reporting requirements are not met. The FHWA will have increased oversight on ARRA projects. These projects are also subject to Office of the Inspector General (OIG) audits. Nevada Association of Counties (NACO) and the League of Cities has distributed \$7 million to the rural counties and cities statewide.

NEXT MEETING: October 27, 2009, 2 p.m.; Subjects include continued discussion on RAP and Pit Permitting. Rudy Malfabon suggested developing specifications for trails and multi-use paths. It would be more economical to have less stringent specs for these trails that are separate from the roadway, instead of using our premium asphalt and aggregate specifications for traffic bearing pavement. If anyone has new items, e-mail them to Reid Kaiser ([rkaiser@dot.state.nv.us](mailto:rkaiser@dot.state.nv.us))

**PRIME COAT USE**

<b>STATE</b>	<b>PRIME OR NOT</b>	<b>MATERIAL USED</b>
Alabama	Yes	AE-P, MC 30 or 70 for tight bases; MC 250, RC 70 or RC 250 for open bases
Alaska	Yes	MC-30 or CSS-1
Arizona	Occasionally	MC-250 when specified
Arkansas	Yes	MC-30
California	Yes	MC-70 (phasing out, look for an alternative material)
Colorado	Yes	Polymerized/non Polymerized emulsions
Connecticut	No	
Florida	Yes	RC-70, RC-250, SS-1, SS-1h, CSS-1, CSS-1h
Georgia	Yes	Tight: MC/RC-30; Average: RC/MC-70; Open: RC/MC-250
Idaho	No	
Illinois	Yes	MC-30
Iowa	No	
Kansas	Yes	MC-70
Kentucky	Yes	SS-1h
Louisiana	Yes	MC-30
Maryland	Yes	Emulsified Asphalt
Minnesota	No	
Mississippi	Yes	Asphalt Emulsion or PG 67-22
Nebraska	No	
Nevada	Yes	MC-70, Topein S
New Hampshire	No	
New Jersey	Yes	MC-30 or MC-70
New York	No	
North Carolina	Yes	Ea-P, CMS-PX, EA-P, CS-1RP, EPR-1 Prime (diluted)
Ohio	No	
Ontario, Canada	No	
Rhode Island	No	
Saskatchewan	Yes	SS1h
Texas	Yes	MC-30 or AE-P (Asphalt Emulsion Prime)
Western Federal Lands	Yes	CMS-2
West Virginia	No	
Wisconsin	No	
Wyoming	Yes	MC-70, Magnesium Chloride Brine in certain instances

Notes:

1. A number of states mentioned that cutbacks are getting difficult to use due to Environmental concerns.
2. A couple of states do not use prime coat due to the material sticking to truck tires. Other states use a sand blotter material over the prime to eliminate this problem.

**CONSTRUCTION INDUSTRY – NDOT  
MATERIALS SUBCOMMITTEE  
July 28, 2009 Roster**

NAME	AGENCY/COMPANY	PHONE	E-MAIL	PRESENT 7/28/09
Reid Kaiser (Co-Chair)	NDOT – Materials Div.	775-888-7520	<a href="mailto:rkaiser@dot.state.nv.us">rkaiser@dot.state.nv.us</a>	●
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Rudy Malfabon	NDOT – Directors Office	702-385-6506	<a href="mailto:rmalfabon@dot.state.nv.us">rmalfabon@dot.state.nv.us</a>	●

Additional attendees: Jim Ryan and Kevin Armstrong from Paramount Nevada