

Second Meeting of the Midwestern Pavement  
Preservation Partnership MP<sup>3</sup>  
August 19 – 21, 2002

Recap of Last Year's Meeting – discussion led by Larry Galehouse

The meeting was good and needed in and of itself. Attendees gleaned many items to aid the pavement preservation program in their state. It was well worth the effort. However, nothing was done after the meeting by the teams that were formed. The press of normal day-to-day responsibilities and the lack of assigned tasks with clearly defined expected outcomes resulted in everyone dropping the ball. A new approach is needed if the partnership hopes to have an impact beyond the significant value of the occasional meetings themselves.

Suggestions for improvement and comments included:

- Rely on the proposed national center for guiding the group's work
- Define goals for the partnership
- Need to institutionalize the partnership
- Develop bylaws and formally establish ourselves
- Create a pooled fund to support our efforts
- Meet more frequently
- Focus on fewer things and get them done
- Involve "the" specialist in each DOT for the topics
- Take credit for the good things that have happened as a result of the partnership (MN helping MI with chip seals, MN and WI working together on performance specs, MT's advice on crack sealing)

Technical Topics Notes (See individual presentations for complete details. These notes are from questions from the audience and subsequent responses/discussions.)

Seal Coating – Tom Wood

Macrosurfacing is about \$0.80 to \$1.00 more than a CRS-2P seal coat. Use CSS-1h for fog seals diluted 50/50 with water. The level of inspection that MnDOT tries to achieve is to have a full-time knowledgeable inspector on every job. Koch will be offering classes starting in October at the Minneapolis lab.

Crack Sealing – Clayton Linebarger

Microsurfacing – Aric Morse

1. Micro surfacing projects now generally have 3-year warranties
2. DOT's are verifying mix designs in the lab

3. DOT's doing gradation and sand equivalencies on random basis (approximately 1/500 tons)
4. LA tests on parent materials from the quarries
5. Due to moisture in the mixture, immediate painting of the pavement markings is not really possible, but is still being done in TN. Best to wait until the moisture comes out, which may take a week or more.
6. One contractor says costs may be as much as 5% more for warranty projects but are probably less. Don't yet have a problem getting bonds.
7. ODOT's condition ratings are done manually by 3 raters

Concrete Pavement Restoration – Doug Schwartz

Warranty and Policy Issues – Larry Galehouse

Where Do We Go From Here? – discussion led by Larry Galehouse

In light of the first afternoon's discussion it was decided to work on a draft of bylaws to formally establish the group and a pooled fund proposal to facilitate funding of future meetings. The draft bylaws will be distributed to participants for comment before balloting.

Tentatively, the next meeting is planned for the week before Easter (April 14 – 18, 2003) with Indiana as a possible host. To simplify travel, a central location for those that drive, an airport with good direct flights, and low lodging costs is preferred by the group. St. Louis was suggested as a possibility.