



Department of Transport and Main Roads & Australian Asphalt Pavement Association

Strategic Alliance Project v2

PROJECT: Delivering value-for-money asphalt and bituminous products in Queensland

Project 1: Harmonisation of NSW and Qld asphalt design and processes

PROJECT SCOPING WORKSHOP

Date: Thursday 1 August 2013 2:30pm to 5:30pm

Venue: PM&G, TMR Herston, Outside Meeting Room, 35 Butterfield Street, Herston, Q 4006

Purpose:

To develop the Harmonisation project scope based on input from the 5 April & 8 July workshops on delivering value-for-money asphalt in Queensland.

Invited:

ARRB: Carlos Rial, Erik Denneman

QTMR: Peter Evans, Mike Pickering, Jason Jones, Barry Rule, Budi Soetanto

AAPA NSW: Russell Crabb, Warren Carter

AAPA Q: Kevin McCullough, Les Millar, Peter Carbone, Rob Pollock, Peter Pezet, Trevor Distin, Jonathan Hoffman, Rob Vos

Proposed Agenda:

Chair: Kevin McCullough AAPA Q Sustainability Workshop

1. Welcome and purpose (10 minutes) – Kevin McCullough
2. Background and current status (20 minutes) – Peter Evans / Rob Vos – Alliance managers
3. Identified priority areas – confirmation and inclusion of others (15 minutes) – All / Chairman
4. Detailing priority areas, activities, deadlines & resources (“lead by”) (120 minutes)
 - a) Time table for delivery (Peter Evans / Les Millar)
 - b) Target specifications – RMS R117 & MRTS/MRS30 (Jason Jones / Warren Carter)
 - c) Production mix assessment parameters (Mike Pickering / Trevor Distin / Peter Carbone)
 - d) Mix design method (Erik Denneman / Jason Jones / Rob Pollock / Warren Carter)
 - e) Fillers not acceptable in NSW – quarry selection (Peter Evans / Peter Pezet)
 - f) Differing test methods (Peter Pezet / Jason Jones / Les Millar)
 - g) Binders (Mike Pickering)
 - h) Quality systems vs prescriptive construction criteria (Les Millar / Rob Pollock)
 - i) Warranty / Properties / Defects / Penalties (Peter Evans / Peter Carbone / Warren Carter)
 - j) Contractual aspects, responsibilities & registration system (Peter Evans / Rob Vos)
 - k) Additional identified in 3.
5. Summary, way forward, commitments & closure – (15 minutes) Chairman & Alliance Managers

Details on the background to the project available at:

<http://www.aapaq.org/q/projects/harmonisation.html>

Project 1: Harmonisation of NSW and Qld asphalt design and processes

PROJECT SCOPING WORKSHOP – Background to agenda items 1 August 2013

1. **Welcome and purpose** (10 minutes) – Kevin McCullough
Introduction of participants from ARRB, QTMR, AAPA NSW/National and AAPA in Q. Role of chairman to assist in achieving the scoping of the project. Will cover a review of the issues needing attention, assessing their complexity and content, the importance of the topic to achieving the overall goal of value-for-money asphalt in Queensland drawn from the production based acceptance and design processes used by RMS in NSW. What is sought is the participants experience and understanding to help focus and priorities the delivery of a Draft specification by end December 2013.
2. **Background and current status** (20 minutes) – Peter Evans / Rob Vos – Alliance managers
The journey walked since the beginning of the year with Hyder Consulting's ICDCS project looking at asphalt procurement for cost savings in comparison to NSW, the 5 April workshop and findings of Delivering vfm asphalt in Queensland with the longer term vision of mix design linked to actual performance and pavement design outcomes. A more immediate short term outlook arose from the review of the Hyder report review and the acceptance by the Strategic Alliance Board of a Project to deliver a revised QTMR specification for asphalt to be in place in an advance draft form by December 2013. An extraction of the recommendations arising so far is listed in the agenda.
 - a) Time table
 - b) Target specification
 - c) Mix parameters & values
 - d) Mix design method
 - e) Fillers & poor quarries
 - f) Test methods
 - g) Binders
 - h) Construction criteria
 - i) Warranty / defect / penalty
 - j) Contract changes/rego
 - k) what did we miss?Which then leads to the next part of identifying what was missed.
3. **Identified priority areas – confirmation and inclusion of others** (15 minutes) – All / Chairman
There are too many individual items to review so first identify additional issues of as great or greater importance. Then (five votes each) hands up scoring of each of the items – that will allocate the time to address each. If there is an even spread and most items need attention then break into two groups, aggregate similar items and deliver the following:
What does the project consist of – activities or stages or steps required, time table and outcomes to match the delivery of end Dec 2013 – should also identify next steps not able to be achieved by needed for the longer term vision
4. **Detailing priority areas, activities, deadlines & resources** (“lead by”) (120 minutes)
Lead by means these individuals (with their latent knowledge & experience) will take the topic / item and describe their understanding of the situation and lead discussion on what needs to be done, outcomes, timing & resources – capture and report at the workshop.
 - a) **Time table for delivery** (Peter Evans / Les Millar)
Logically required to deliver semi-final draft by end Dec 2013, use in contracts from June 2014. Also medium term is full harmonisation with RMS by June 2019 at latest (VicRoads too?) with 10 year goal of asphalt delivered performance included in standard pavement design.
 - b) **Target specifications** – RMS R117 & MRTS/MRS30 (Jason Jones / Warren Carter)
Options are DGA (MRTS30-R117) Heavy Duty (MRTS31-R116) OGA (MRTS30 – R123) and SMA. R117 is not really light duty asphalt – close to MRTS30 in asphalt type and could be easier point to start – requires consideration as to when and how other mix types would be included. Staging etc. Promote alignment with Austroads Pavement Technology Part 4B: asphalt & AS2150
 - c) **Production mix assessment parameters** (Mike Pickering / Trevor Distin / Peter Carbone)
Discussed at the Hyder workshop – how to get production based mix acceptance parameters / test values for Queensland mixes that perform well. Should this be testing Q mixes to the NSW method, or NSW mixes to the Q methods. Fundamental and lacks

information. Key and will require direct participation of asphalt producers and analysis support from additional resources (Consultant?). Deadline for first info – September.

- d) **Mix design method** (Erik Denneman / Jason Jones / Rob Pollock / Warren Carter)
Pick a method for design, use both? Big step or incremental journey. Where is the 5 year horizon. Links to c) above and will also have to get early runs to determine ramping up time. Keep production acceptance out of the argument initially. Will require external support - ARRB
 - e) **Fillers not acceptable in NSW – quarry selection** (Peter Evans / Peter Pezet)
NSW does not allow the range of aggregates used in Q which will reduce the number of available quarries and is highlighted through the testing of the fillers without the combined lime. Is an issue in harmonisation. Scope the size of the problem and the relevance to the process. Consideration of optional – project specific – region driven option based on quarry management & local risk evaluation. Review and set data needs requirements.
 - f) **Differing test methods** (Peter Pezet / Jason Jones / Les Millar)
Mine field and parochial – basis of rating 1st Australian Standard 2nd Austroads 3rd International test 4th RMS or local test method when precision available & cost implications justify use. This will likely require sweeping the difference for immediate acceptance, priority for attention, low differences and finally the ones where a higher level overrules the arguments. Time table and knowledge of c) & d) required.
 - g) **Binders** (Mike Pickering)
Swapping PMB for AR450, how important for the specification development. How relevant to vfm and what is required to consider or implement any change.
 - h) **Quality systems vs prescriptive construction criteria** (Les Millar / Rob Pollock)
Removing QTMR details from prescribing how to construct the works will require quality systems which detail the contractors processes, abilities and plans to deliver. AS2150 and other documents can form the basis of this – what should be done and what is recommended.
 - i) **Warranty / Properties / Defects / Penalties** (Peter Evans / Peter Carbone / Warren Carter)
Driving a shift to impermeable asphalt layers will require a narrower spread of air voids / density. Is this to be driven through tight penalties / defects and what are the implications for their use in Queensland. What functional properties will need to be warranted and how is that delivered in NSW. Investigate and propose outcome.
 - j) **Contractual aspects, responsibilities & registration system** (Peter Evans / Rob Vos)
The new specification for asphalt will impact on the current contract conditions and may require capability increases for asphalt suppliers, consulting engineers, superintendents/administrators and TMR field staff. Changes will be required in the asphalt supplier rego system. What is required? And when does the change need to commence?
 - k) Additional identified in 3.
5. **Summary, way forward, commitments & closure** – (15 minutes) Chairman & Alliance Managers
Feedback on day's outcomes, timetables, priorities and resource needs are to be captured and detailed from the group. Hopefully there will be commitment from those part of this steering group to continue to monitor progress and to even participate the delivery of the key issues. Collect volunteers & suggestions, record detail & give thanks