

MAG Concrete Working Group

Meeting Notes

Thursday, June 9, 2011, 1:30 pm at the ARPA Offices

Present:

See attached attendance sheet.

Discussion:

The following were emailed to members prior to the meeting for review and comments:

	Meeting notes from 5-18-11 with attendance sheet
220	Riprap Construction
701	Rock, Gravel, and Sand
703	Rip Rap
342	Decorative Pavement Concrete Paving Stone or Brick – with Detail 225
525	Pneumatically Place Mortar (Shotcrete)

- 1) A brief presentation was made by Harry Boettcher on a new articulating sidewalk joint system that will soon be available for use – called Trip Stop. He provided a couple of hand-outs and the website information on the system and attached is a copy of the technical sheet from the website. He was advised to check out the current MAG Section 340 regarding this system or how it might be potentially revised.
- 2) A draft of section 341 on Terrazzo Sidewalks was presented representing a move to have it added to Case 11-06 involving Sections to be removed due to lack of use or need for right-of-way applications. This Section could be considered for out-of-right-of-way applications and potentially included in that document.
- 3) The group went over the drafts section 220, 701, and 703 pertaining to Riprap with no proposed changes. The draft of 220 and 701 will be prepared for case submittal incorporating any additional group comments. Section 703 will be introduced into Case 11-06 involving sections to be removed.
- 4) The group went over the draft of Section 342 for potential case submittal with no proposed changes. Detail 225 was discussed regarding the appropriate use – vehicular traffic areas versus pedestrian only areas. The suggestion was to change the title of the detail to reflect the design rather than change or add another detail. Something like “Concrete Pavers in Vehicular Traffic Applications” would probably work and be easiest. These will be prepared for case submittal incorporating any additional group comments.
- 5) A new draft of Section 525 was discussed with a few changes to the sections on Testing, Acceptance, and Payment. These will be incorporated into the draft by Raphael Tixier of WTI and re-submitted to the group for further review.
- 6) Due to the sparse attendance at the meeting, it was determined to adjourn and continue work on selected Sections for the next meeting.

Action Items:

Sub-group leaders and members are encouraged to continue work outside the Group meetings to review and revise assigned Sections and to utilize email and word documents for tracking of proposed changes.

Date and Agenda for Next Meeting:

The next meeting is scheduled for **Wednesday, July 20th at 1:30 in the ARPA Offices.** We will finalize draft versions of several sections for case submittal and continue to discuss specific revisions to other sections being reviewed.

Attendance
Initials

MAG Concrete Working Group

Thursday, June 09, 2011

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HB	Harry Boettcher		Trip Stop	480-280-7258	

TRIPSTOP™

TripStop™ is a revolutionary new Australian invention used in footpath construction and replacement.

TripStop controls misalignment and displacement in footpath slabs, the cause of enormous repair, replacement and legal costs, environmental damage and personal injury.

TripStop is a new type of construction joint set into position prior to pouring the concrete and separates the footpath into a series of linked slabs. TripStop acts as a hinge that allows concrete to articulate, controlling displacement caused by trees or soil movement, eliminating trip hazards.



TripStop allows concrete to move with the earth and delivers substantial cost, safety and environmental benefits.



Reduced pavement repair means a cost reduction



Reduction of trip hazards means reduced personal injury and litigation costs



Reduced pavement repair means a reduction in the use of natural and human resources

Many Australian Councils are now using TripStop in new and replacement footpaths to solve the frequently occurring problems caused by tree root invasion, soil movement and temperature changes that shift and displace concrete





Cost benefits:

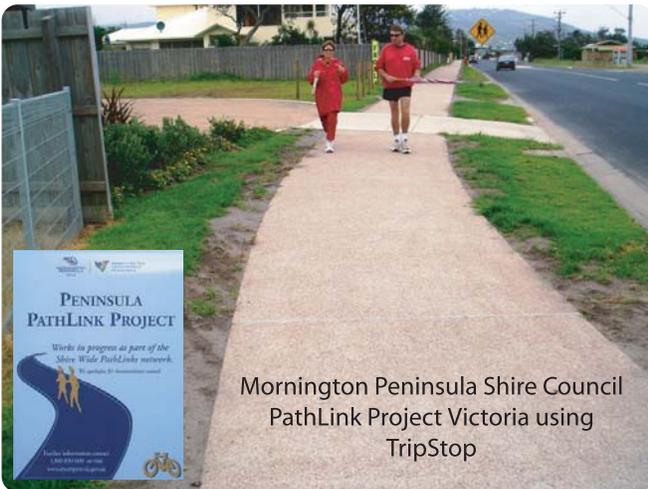
In times of increasing demand for social, health and community services, TripStop delivers substantial savings of financial resources. Ongoing repair and replacement costs are reduced.

Safety benefits:

For an aging population, TripStop makes footpaths safe. TripStop will also be valuable in and around schools, hospitals, aged care facilities and public areas generally.

Environmental benefits:

TripStop will put an end to the seemingly endless grinding and replacing of displaced pavements thereby reducing damage and disturbance. TripStop allows footpaths to co-exist with trees.



Fully tested:

TripStop has undergone extensive testing at RMIT University Civil & Chemical Engineering Laboratory. Results are posted on the TripStop web site.



TripStop was the winner of the ABC 'The New Inventors' episode 27 best invention award, winner of the INNOVIC 2005 'The Next Big Thing' award, 'CivEnEx 2005 Best New Product Award' and 'A Gold Medal at GENEVA 2006'!



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