



November 13, 2025

Meeting Minutes – Concrete Technical Committee

Location: MS Teams and ASL Conference Room, Truax Office, Madison

Date: November 13, 2025

Time: 9:00 AM to 12:00 PM

Attendance

Bureau of Technical Services (BTS):

- Barry Paye – Director
- Erik Lyngdal – Chief Materials and Pavements Engineer
- Tirupan Mandal – Concrete Materials Unit Supervisor
- Peter Kemp – Pavement Unit Supervisor
- Aleksandra Graff – Concrete Engineer
- Adam Albers – Concrete Materials Lab Engineer
- Adam Johnson – Independent Assurance Program Coordinator
- Jeff Bruesewitz – Geologist

Bureau of Project Development (BPD):

- Mark Zander – Construction Standards Engineer
- Craig Pringle – Construction Oversight Engineer

Bureau of Structures (BOS):

- Aaron Bonk – Chief Structures Design Engineer

Bureau of Aeronautics (BOA):

- Lucas Ward – Chief Airport Construction Standards

Regional Representatives:

- Vacant – NE Region TSS Chief – Management Liaison
- Travis Mikshowsky – SW TSS Supervisor – TSS Liaison
- Matt Smith – SW Region Independent Assurance
- Bryton Meyer – SW Region Soils and Materials Engineer
- Nicole Roberts – SE Region Materials Engineer
- Eric D Hanson – SE Freeways Project Manager
- Brent Ferguson – NC Region Independent Assurance
- Devin Harings – NW Region Pavement Engineer
- Matt Bertucci – NE Region Pavement Engineer

FHWA Members –

- Michelle Gehrke – Transportation Engineer

Industry Members –

- Sam Martinez – American Council of Engineering Companies Liaison
- Connor McMahon – A.W. Oakes
- Jason Andrews – A.W. Oakes
- Brian Luchene – BARD Materials
- Signe Reichelt – Behnke Materials
- Paul Mathe – Carew Concrete
- Barry Bohman – Chippewa Concrete Services
- David Meyer – Continental Cement Company
- Dave Stanke – Kraemer North America
- Brian Borowski – Lafarge/Holcim
- Mark LaLonde – LaLonde Contractors
- Brad Diener – Lunda Construction
- John McConahy – Mapei
- Tim Hendrickson – MCC Inc
- Travis Kurey – MCC Inc
- Scott Grams – Michels Road & Stone
- Tom Ptaschinski – Ptaschinski Construction Company
- Andrea Breen – Schmitz Ready Mix
- Anna Romenesko – Sommers Construction
- James Palmer – St. Mary's Cement Company
- Benny Walker – Todds Redi-Mix Concrete
- Kevin Newmier – Trierweiler Construction Company
- Heath Schopf – Vinton Construction Company
- Jackie Spoor – Wisconsin Concrete Pavement Association
- Leslie Ashauer – Wisconsin Concrete Pavement Association
- Cherish Schwenn – Wisconsin Ready Mixed Concrete Association
- Matt Grove – Wisconsin Transportation Builders Association
- Jeff Zignego – Zignego Company

Resource Members (as needed) –

- Brian Boothby – BPD Deputy Director
- Laura Shadewald – BOS Structures Development Chief
- Myungook (MK) Kang – BTS Quality Assurance Supervisor
- Linette Rizos – BTS Quality Assurance and Sustainability Engineer
- Chad Hayes – BPD Construction Oversight Engineer
- Zach Dittberner – Michels Road & Stone
- Matt Trierweiler – Trierweiler Construction Company
- Tom Sand – Vinton Concrete Construction

Agenda Items

1. Welcome and Introductions – T. Mandal (5 min)
2. MOTP – A. Albers (10 min)
 - WTM T22 and WTM T97
 - [WTM T22: Incorporate section 10.1.7 from AASHTO T22 regarding the averaging of strength values for the unrounded pair of cylinders in MOTP.](#)

- Similar language needs to be included for WTM T97 to address the reporting of flexural strength.
- **Action Item:** BTS will draft the proposed language for WTM T22 and WTM T97.

3. WHRP Research Updates – A. Graff/ L. Rizos (15 min)

- Optimization of Dowel Bars in Concrete Pavements
 - The lab testing of the dowel bar configuration is scheduled to take place in the upcoming months. Field testing is planned for Spring 2026.
- Evaluation of Ride Quality and Tining/Finishing Practices for Concrete Pavements
 - The project started in August 2025.
 - Data collection was completed in October on five rural and five urban projects. The research team is currently conducting a literature review and will analyze the collected data.
 - The next meeting is set for January to review the outcome of these tasks.
- Evaluating Water-Cementitious Material Ratio (w/cm) as Acceptance Parameter for Freshly Placed Concrete
 - The project started in October 2025.
 - Research objectives:
 - Evaluate the accuracy and efficacy of existing tests for measuring the w/cm ratio as an acceptance parameter for WisDOT projects.
 - Analyze, correlate, and validate the w/cm ratio against performance-based tests conducted on freshly mixed concrete at the batch plant (including strength, SAM, and surface resistivity) and on freshly placed concrete in the field (focusing on strength and surface resistivity) for WisDOT projects.
 - Assess the effects of variations in the w/cm ratio on concrete performance-based tests to provide specific guidance and recommendations regarding acceptable fluctuations in the w/cm ratio for WisDOT projects.
 - Develop proposed specification parameters to accept the w/cm ratio to align with current WisDOT strength requirements and/or recommend alternative acceptance criteria.
 - A kickoff meeting was recently held. The research team is seeking projects that would be suitable candidates for the research. Below is the table with the proposed types of projects the research team will conduct the testing on:

Project	Location	Concrete Type	Production Method	Construction Method	Season
1	Rural	Pavement	Central batch plant	Slip-form	Early
2	Rural	Pavement	Central batch plant	Slip-form	Middle
3	Rural	Pavement	Ready-mix plant	Hand-paving	Middle
4	Rural	Structural/Ancillary	Ready-mix plant	N/A	Late

5	Urban	Pavement	Central batch plant	Slip-form	Early
6	Urban	Pavement	Central batch plant	Slip-form	Late
7	Urban	Pavement	Ready-mix plant	Hand-paving	Late
8	Urban	Structural/Ancillary	Ready-mix plant	N/A	Early
9	Mega	Pavement	Central batch plant	Slip-form	Middle
10	Mega	Pavement	Central batch plant	Slip-form	Late
11	Mega	Pavement	Ready-mix plant	Hand-paving	Early
12	Mega	Structural/Ancillary	Ready-mix plant	N/A	Middle

- Researchers will be present onsite with a Phoenix oven to conduct mix tests at the plant and at placement, in addition to casting cylinders and beams. Researchers may also explore the possibility of using the microwave test as an alternative to the Phoenix test.
- The I-41 project would be a good option since it has pavement and structures. The contractor's responsibility will be to coordinate scheduling to facilitate the researchers in conducting the testing.
- **Action Item:** Inform A. Graff of any suitable projects in 2026-2027 that could be used for this research.

4. Task Force Updates – A. Graff (10 min)

- Fast Track
 - Task force has not met since last meeting. Task force has been split into three working groups to investigate HES/SHES and concrete mix designs.
- Concrete Strength
- Task Forces on Hold:
 - Curb Shear
 - Evaluating multiple options and reviewing them in the test sections.
 - Issues regarding the modified expansion joint SDD were discussed. Clarifications are required regarding the reference to the rigid concrete structure and whether the expansion joint material should be fiberboard or the foam.
 - **Action Item:** M. Bertucci will send pictures from the test sections at roundabouts in the NE region to T. Mandal.
 - **Action Item:** BTS will investigate this and consider providing more guidance for which materials are meant to be used in specific applications.
- Buckling Research
- PEM Research

5. Diamond Grinding – WCPA/E. Lyngdal (10 min)

- **Past Action Item:** WCPA will check with IGGA about this topic and will return to the next meeting with an update.

- Spec language in 420.3.2.2 are requirements that are based on old designs of available equipment and will be updated based on feedback from IGGA.
- BTS is forming an internal workgroup to develop a policy for diamond grinding determination. The industry has requested that the policy include specifics concerning urban versus rural diamond grinding.
- H. Schopf has previously created a specification with WCPA for a zero-clearance diamond grinding operation for urban environments.
- **Action Item:** WCPA will share the reference material to BTS related to the zero-clearance diamond grinding operation.

6. Spec Reorganization/ AWP – E. Lyngdal (5 min)

- Three pilot projects were selected, but one of them – that was the concrete job – was removed because of a funding issue. Once funding is secured, a third pilot project will be added.

7. 715 SPV – T. Mandal (15 min)

- Subgroups for the pavement and structures have been created to work on details related to their respective areas of expertise.
- The drafts will be sent to CTC for a final round of review.

8. HTCP MDC Class – T. Mandal (5 min)

- Reminder to register for HTCP PCC MDC class next year as through the ASP-6, all concrete mix design reviewers and approvers are required to have this certification.
- The DT forms will not include a field for the users to enter their HTCP certification number. This feature will be added into the DT forms along with future updates, including adjustments to support the category system of the spec reorg. Guidance will be provided for the pilot projects.

9. 2026 Concrete Pavement Construction Inspection Training – BTS/ WCPA (5 min)

- January 8, 2026 – Waukesha
 - Waitlist available.
- January 22, 2026 – Wisconsin Rapids
 - Waitlist available.
- February 19, 2026 – LaCrosse
 - Only 8 spots available.

10. Upper Range of Cement Content – M. Bertucci (10 min)

- Project staff submitted questions during reviews regarding the maximum limit of cement content in NE region. As the specs do not specify a maximum limit, only a minimum limit, this prevents the Region to enforce a limit.

- WisDOT will monitor this issue and determine if any action is needed.

11. CSA Cement Use in NW Region – All (10 min)

- The use of CSA cement was generally successful. The primary concern was how to manage the ride. Initially, the project aimed for a wet cure but opted for PAMS to adhere to the project timelines. Citric acid was utilized as a hydration stabilizer.
- For repairs on panels under 12 feet, the ride quality was approximately 90%. However, for repairs exceeding 12 feet, maintaining the ride quality became nearly impossible due to rapid setting.
- As temperatures dropped, the short-term strength remained stable, but the long-term strength gain was reduced by about 1,000 psi over 28 days. This method will be highly effective in an urban environment.
- **Action Item:** B. Bohman will provide BTS with the locations for each day's paving along with strength and ambient temperature data.

Upcoming Meetings

2026		
January 11-15, 2026		TRB Annual Meeting
January 21, 2026	9:00 am to 12:00 pm	CTC
January 29-30, 2026		WMRCA Conference
February 12-13, 2026		WCPA Annual Meeting
May 14, 2026	9:00 am to 12:00 pm	CTC
April 7-9, 2026		National Concrete Consortium
August 13, 2026	9:00 am to 12:00 pm	CTC
November 12, 2026	9:00 am to 12:00 pm	CTC