

Mix Performance Subcommittee Meeting

Thursday, March 16, 2023

12:00 pm – 2:00 pm

Agenda

1. Welcome & Introduction

2. Hamburg Wheel Tracking Test Criteria

- a. Binder grade
- b. Gradation size
- c. Traffic level influence
- d. Contractor

We must share the data with them. Albert will do that.

The data needs to be broken down, so that the influence of variables becomes more isolated.

3. Difference between the department and industry test results obtained from BMD test results

- a. Is there a difference? If yes, how can it be resolved?

Debbie was concerned about different levels of aging used. What changes have happened?

Round robin was suggested.

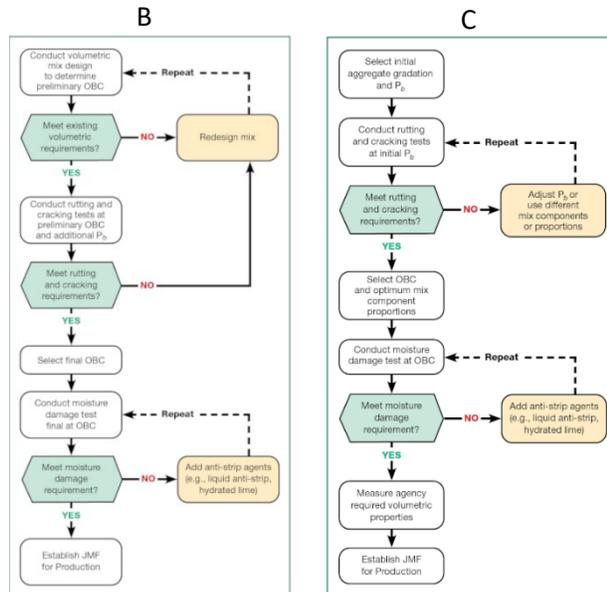
Need to look into interlaboratory variability. Calculate D2S values.

4. The Mix Design Properties to Be Relaxed

a. Four different approaches

- i. Approach A: full comply with existing volumetric requirements
- ii. Approach B: fully comply with existing volumetric requirements, but with moderate changes in asphalt binder content
- iii. Approach C: relax some of the volumetric requirements
- iv. Approach D: solely rely on mixture performance test results

b. Approach B and approach C can be considered for Wisconsin



<https://www.asphaltpavement.org/>

i. Approach B

1. Regressed air void content? FAA? TSR? We may need to reconsider. **FAA, fractured aggregate content and elongated and flat aggregate content (they want the HT maxes to be similar to MT ones).**

ii. Approach C

1. Which mix design properties can be adjusted?

5. BMD Testing from Design to Production

Dan needs to provide data to Albert, so that Albert can start working on the analyses.

6. WHRP BMD Project by NCAT

7. Feedback for the BMD pilot projects

- a. Results obtained from pilots were shared by Dan Kopacz previously