

# Mix Performance Subcommittee Meeting

Monday, April 17, 2023

12:30 pm – 2:00 pm

## Agenda

1. Welcome & Introduction
2. Data Sharing (Albert K.)
  - a. Production comparison data was shared with contractors via Box on Wednesday, April 5.

3. BMD Roadmap (Ali A.)

Industry wants to keep the design TSR and not eliminate it when moving to approach C. However, there is a desire to compare HWT and TSR test results.

There are concerns with relaxing the volumetrics (e.g., FAA) too soon.

There is a need to formulate a procedure/time frame for sample preparation and testing.

The number of shadow projects will decrease, and instead more lots will be tested from each project from mixture we need more data from.

4. Difference between the department and industry BMD test results (Albert K.)
  - a. HWT: Contractor measures lower performance than the department
  - b. IDEAL-CT: Contractor measures higher performance than the department.
  - c. This could indicate that the contractor is aging the specimens less than the department (Matt and Albert).
  - d. Round Robin sometime in 2024.
    - i. Will also be used to calculate reproducibility limits (d2s).

There is a difference in aging/pre-heating, and this was verified by a preliminary survey in the room during the meeting.

5. Presentation and Review of 2022 Data
  - a. 2 Perspectives
    - i. Cumulative
    - ii. 2022 Only
  - b. Proposed new criteria based on traffic levels for the revised SPV
    - i. HWT
    - ii. IDEAL-CT
  - c. Design to Production
    - i. Missing either design results or production data for several projects from contractors.

The department will develop a detailed procedure and share that with the industry for feedback.

The recently proposed CRD values were erroneous and will be corrected (originally was the 85<sup>th</sup> percentile instead of the 15<sup>th</sup> percentile)

**6. WHRP BMD Project by NCAT**

Based on the NCAT study, the variability during the production is not significant (or is acceptable).

**7. The Mix Design Properties to Be Relaxed**

- a. Current: Approach A
- b. Future: Approach C
- c. Department will consider relaxing FAA and eliminating the TSR requirements as part of new SPV.
  - i. Suggestions for relaxed limit?
- d. New SPV will have language on using the BMD with and without relaxed properties
  - i. The performance will be compared to compare A and C.

This was covered earlier. Both Approaches A and C can be considered for use in the future SPVs. However, a round robin study must be conducted before that.