



September 27, 2023

Meeting – HMA Tech Team – Spec Subcommittee

Location: Teams Meeting
Date: September 27, 2023
Time: 2:00 pm to 4:00 pm

Attendance

Bureau of Technical Services (BTS):

- ☒ Ali Arabzadeh – HMA Supervisor
- ☒ Dan Kopacz – Asphalt Products Engineer
- ☒ Albert Kilger – HMA Engineer – Consultant
- ☒ Jeff Anderson – HMA Mix Design Specialist
- ☒ Erik Lyngdal – Chief Materials Engineer

Federal Highway Administration (FHWA):

- ☒ James Pforr

Southwest Region (SW):

- ☐ Scott Syron – Independent Assurance, Madison

Subject Matter Experts:

- ☒ Deb Schwerman – Wisconsin Asphalt Pavement Association
- ☒ Neal Atanasoff – Walbec Group
- ☒ Jeremy Barron – Walbec Group
- ☒ Derek Frederixon – Mathy
- ☒ Zach Lemke – Stark Corp
- ☐ Carl Johnson – Stark Corp
- ☒ Jake Amundson – Rock Roads
- ☐ Steve Bloedow – Rock Roads
- ☒ Travis Kurey – Murphy Inc.

Agenda Items

1. Specifications
 - a. Removal of density test strips from core-only projects.
 - i. Dan presented draft language of the Core-Only SPV which eliminates the needs for the density test strip.
 - ii. Cores may be taken any location. These cores can be separate from those used for acceptance. However, production core results could also be used as well to correlate.
 - b. Distressed Pavement Milling STSP.
 - i. Dan will finalize a draft within the next week or two. There were some issues coming to agreement on how the work should be



measured.

- ii. Deb S.: Is there any guidance provided when this STSP should be used?
 - 1. We don't plan on including any guidance, it will be region specific as to when it is used. We can discuss with the pavement unit if they would like to provide some guidance.
- c. Density spec for layer over CIR.
 - i. Upper Layer over CIR = 93.0%
 - ii. LT/MT Lower Layer over CIR = 91.0%
 - iii. HT Lower Layer over CIR = 92.0%
 - 1. Industry wants to discuss this further, as there is disagreement that the limit should be 93.0% because it is still a single lift opportunity, as it would be for a lower layer over CIR.
 - 2. **Action Item:** Industry will provide some ride quality data over CIR.
- d. PWL Lite Language feedback.
 - i. Industry wanted to proceed with group review (topic e). Some feedback was provided during this time.
- e. Instructions for reviewing new AWP specs.
 - i. Albert presented the review documents.
 - ii. RE concerns for increased dispute resolution testing: Jeff said that there will not be much more testing for PWL Lite. For QMP, the forward and backward testing will go away.
 - iii. Deb S: Can the alpha value be adjusted?
 - 1. James P. explained that it is not a good idea to adjust alpha value due to statistical significance and the ability for the F&t to correctly detect when there are differences between the results. Using alpha of 0.025 results in a 1/40 chance that the F&t will not detect a difference when there is one.
 - iv. Discussion on using F&t on air voids instead of Gmm/Gmb for PWL Lite to better handle when different mixes are used.
 - v. Discussion on benefits of splitting all QV samples moving forward instead of independent sampling/testing.