U.S. Department of Transportation Federal Highway Administration



Northeast Balanced Mix Design Working Group: Overview and Round Robin Results

Derek Nener-Plante, M.S., P.E. Pavement & Materials Engineer Resource Center Office of Technical Services

Disclaimers

- The contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information to the public regarding existing requirements under the law or agency policies.
- The U.S. Government does not endorse products or manufacturers. Trademarks or manufacturers' names appear in this presentation only because they are considered essential to the objective of the presentation. They are included for informational purposes only and are not intended to reflect a preference, approval, or endorsement of any one product or entity.
- All AASHTO & ASTM standards mentioned in this presentation content are private, voluntary standards and compliance with them are not required under Federal law.

Unless noted otherwise, FHWA is the source for all images in this presentation.





Northeast Balanced Mix Design Working Group

Mission Statement:

The Northeast Balanced Mixture Design Working Group is dedicated to advancing durable, sustainable, and resilient asphalt mixtures through the collaborative development of balanced mixture design in the Northeast region. Our mission is to foster collaboration, knowledge-sharing, and best practices among professionals in the asphalt materials community for responsible implementation of balanced mix design.

Office of Innovation Implementation

U.S. Department of Transportation Federal Highway Administration



Northeast Balanced Mix Design Working Group

Objectives:

- 1. Promote Standardization: Advocate for the establishment of standardized BMD protocols and specifications (where appropriate) that can be more uniformly applied across the Northeast, providing clarity and consistency for industry practitioners.
- 2. Collaborate with Stakeholders: Forge partnerships with academia, industry associations, and material suppliers to create a collaborative network focused on the effective integration of BMD in construction projects in the Northeast region.
- 3. Facilitate Knowledge Exchange: Create platforms for the exchange of knowledge and experiences among states, fostering a community-driven approach to overcoming implementation challenges and optimizing BMD applications.

Through these efforts, the Northeast Balanced Mixture Design Working Group seeks to accelerate the integration of BMD into mainstream construction practices, ultimately contributing to the creation of infrastructure that not only meets the highest standards of performance but also aligns with the principles of sustainability and resilience.

•••					••••		 							::					 ••••				::							•••	.	000
			Office	 			 												 							 					U.S. Department of Transportation	O RESO
: :	:::	:::	Since	 	:::	:::	 :::	:::	:::	:::	:::	:::	:::	:::	:::	:::	:::	:::	 :::	:::	:::	:::	::	:::	11	 	: : :	:::	::		Federal Highway Administration	000



Northeast Balanced Mix Design Working Group

Members:

Office of Innovation Implementation

Each agency participating in the Northeast Balanced Mix Design Working Group shall provide a member to serve on the group. Members shall be expected to attend group meetings when able and actively participate in activities to represent their agency. FHWA shall serve as a liaison and coordinator of the group.

Agency	Role	Name
FHWA	Liaison / Coordinator	Derek Nener-Plante
MaineDOT	Member	Casey Nash
NHDOT	Member	Joe Blair
VTrans	Member	Aaron Schwartz
MassDOT	Member	Maggie Jasper
RIDOT	Member	Michael Byrne
СТДОТ	Member	David Howley
NYDOT	Member	TBD
NJDOT	Member	Mark Gillece
PennDOT	Member	Jay Sengoz
Quebec	Member	Felix Doucet





NE BMD Working Group: 2024 Activity

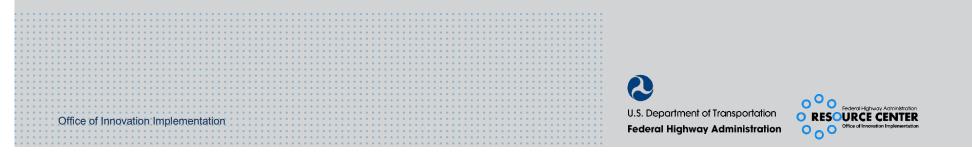
- Creation of group, mission, and objectives on 1/1/2024
- Survey of agency practices for specimen fabrication
- Initial IDEAL-CT round robin focused on specimen fabrication

Database metadata creation

	Questions / State	vī	the mix design acceptance phase, only. However, if performance testing is eventually performed on plant-produced mixtures we envision conducting as follows.)	NJ	ст	ме	ма	
	Where are field-produced mixtures sampled?	Touch and a local	Touch at almost	Touch at almost		Typically from paver, occasionally	Adde allock and all much	
	Where are tield-produced mixtures sampled? What sample container is used for field produced mixture samples?	Truck at plant Cardboard boxes	Truck at plant NHDOT envisions 5 gal. metal buckets		At paver site.	from truck Cardboard box	At the plant aut of truck Samples cardboard boxes sometimes lined with wax paper.	
	Are field-produced mixtures cooled to room temperature before compaction or not?	Yes. Samples transported to central lab and reheated later for testing.	NHDOT envisions this would occur due to travel time to the Main Lab	No.	Yes	Yes	Depends on whether they are fabriacted at the plant or at the central lab.	
	Are there any additional aging conditioning applied to the mixture before compaction (AASHTO R30)?	No.	NHDOT does not anticipate intentionally doing additional aging	No.	No.	No.	No, just heat to compaction temperature.	
	a. What size pans are used for mixture conditioning?	N/A	N/A	N/A	N/A	12"x20" and 11"x17"(Used for bulks)		
	b. What thickness (approximately) of mixture is placed in the pans?	N/A	N/A		N/A	25-50mm	Shoot for 25-50mm.	
	c. Is mixture sample temperature monitored during conditioning? If so how often	N/A	N/A	N/A	N/A	No	N/A	
	d. If conditioning is applied is there any stirring of the mixture performed?	N/A	N/A	N/A	N/A	Mixture is stirred halfway through conditioning (60 ±5 minutes).	N/A	
	is a uniform compaction temperature applied for all field-produced mixtures? What is the temperature if so?	No. Compaction temoerature is specific to designs and PGAB supplier.	As specified on the bill of lading for compaction temperature	No. It's mixture specific.	No, temperature is mix/binder specific and factoring WMA applicable.	150°C	No use mix design compaction temperature.	
	What are the conditions for heating the mixture up to compaction temperature? Is this controlled uniformity or every mixture and specimen?	up to the mixture's compaction	NHDOT anticipates trying to minimize aging but there will be available heating to handle sample mix from buckets to compaction	N/A	Initial heating is done with sample in cardboard bax until it can be split into pans. Oven set to ane temperature. Controlled uniformly for each mixture and sample.	Mixture is heated in oven at 150 ±3°C for at least 2 hours	Mixture is heated at compaction temperature until it reaches set temperature.	
						•••••		<u> </u>
						• • • • • • • • • • • • • • • • • • • •		000
	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • •		• • • • • • • • • • • • •		Design of the second	💛 🛛 💛 Federal Highway Administration
						0.5.	Department of Transportation	
Of	fice of Innovation Implementation							
						Fed	eral Highway Administration	O Gffice of Innovation Implementatio
							,	

2024 NE BMD IDEAL-CT ILS

- Objective:
 - To evaluate the impact of different specimen reheating and fabrication procedures on CT_{index} variability between Northeast agency testing laboratories.
- Impact:
 - Will provide a measure of the potential gains to be realized (in reduced variability between labs) if a uniform specimen reheating and fabrication procedure was to be developed and implemented.



2024 NE BMD IDEAL-CT ILS

- Labs Participating
 - VT, NJ, ME, MA, CT, NH, PA, MATC, CAP Lab
 - All labs have load frame from the same manufacturer except for labs 5 & 6
- 9.5 mm mixture from VA







Phase 1 – Section 1 & 2

Section 1

• Test the mix for *G_{mb}*, *G_{mm}*, asphalt content, and gradation per typical methods.

Section 2

 Reheat, fabricate, and test five specimens for IDEAL-CT testing per typical laboratory practice.





Phase 2 – Section 3

Day 1

- Reheating, splitting, and compaction <u>must</u> be complete on this day.
- End Result: Five specimens that meet air void content of 7.0 ± 0.5% and specimen size of 150 ± 2 mm diameter and 62 ± 1 mm thickness.

Office of Innovation Implementation

Day 2

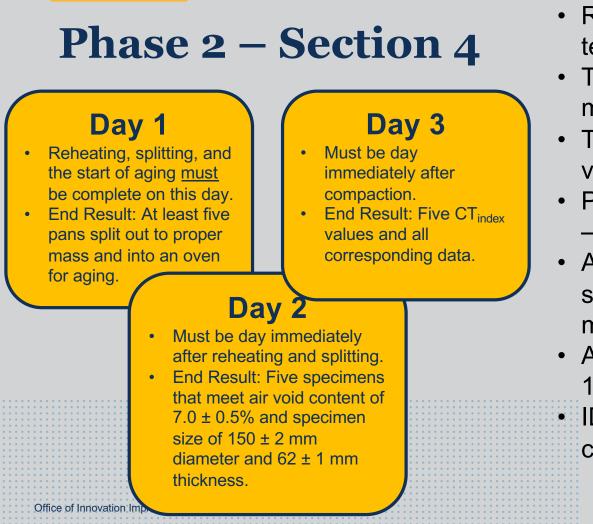
- Must be day immediately after reheating, splitting, and compaction.
- End Result: Five CT_{index} values and all corresponding data.

Items Standardized:

- Reheating and compaction temperature = 150°C
- Time for reheating = 3 hours ± 15 min
- Theoretical maximum gravity for air voids, *Gmm* = 2.696
- Pans cannot be cooled after splitting – immediately into oven for compaction
- Achieving compaction temperature – 150°C for 1 hour ± 15 min
- IDEAL-CT testing 18-24 hours after compaction

U.S. Department of Transportation Federal Highway Administration





Items Standardized:

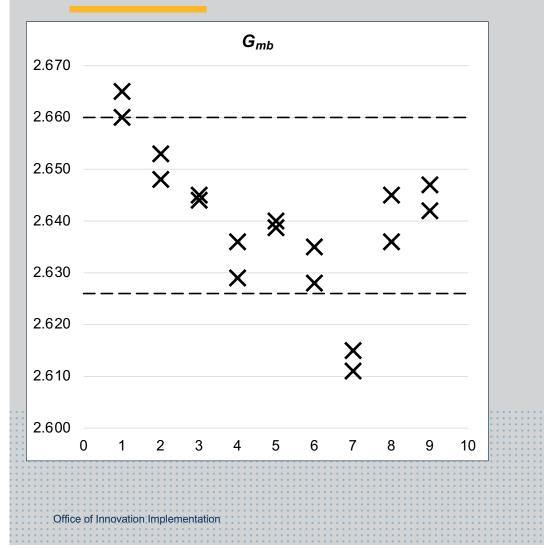
- Reheating and compaction temperature = 150°C
- Time for reheating = 3 hours ± 15 min
- Theoretical maximum gravity for air voids, Gmm = 2.696
- Pans cannot be cooled after splitting – immediately into oven aging
- Aging conducted immediately after splitting - 110°C for 20 hours ± 30 min
- Achieving compaction temperature 150°C for 1 hour ± 15 min
- IDEAL-CT testing 18-24 hours after compaction

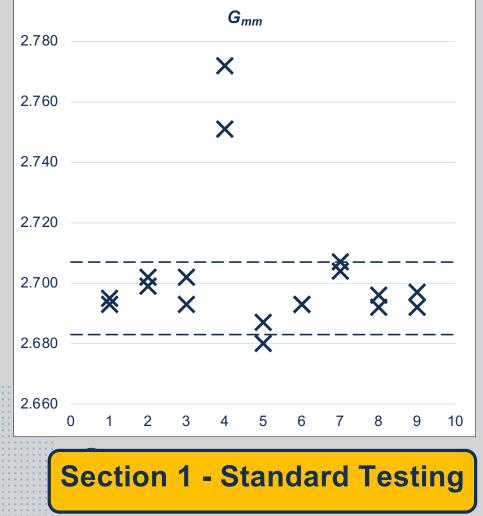
U.S. Department of Transportation Federal Highway Administration

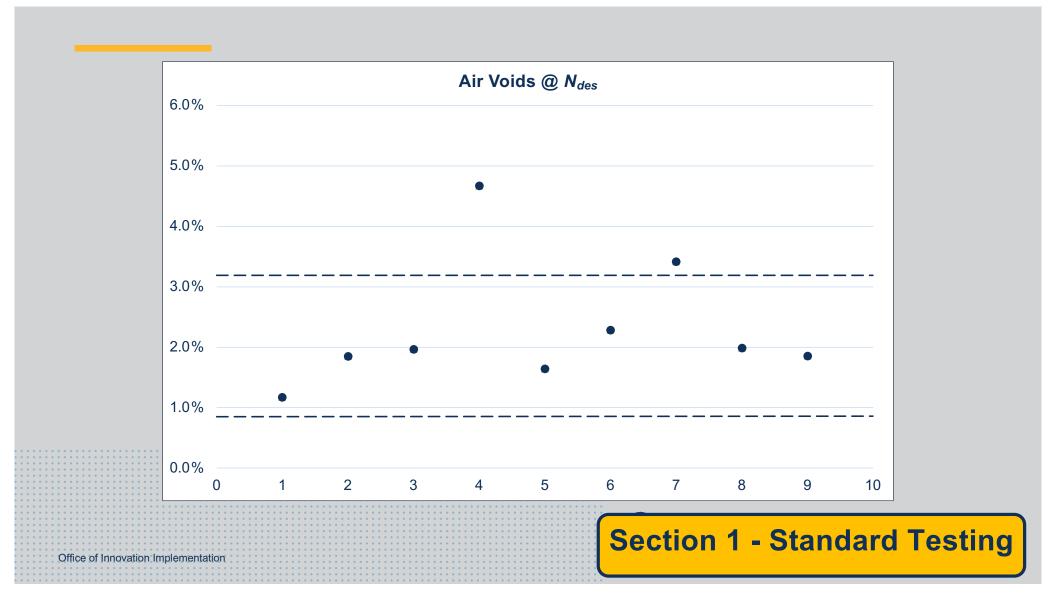


Lab #	1	2	3	4	5	6	7	8	9
Gmm1	2.695	2.699	2.693	2.772	2.687	2.693	2.707	2.696	2.697
Gmm2	2.693	2.702	2.702	2.751	2.680	2.693	2.704	2.692	2.692
Gmm	2.694	2.701	2.698	2.762	2.684	2.693	2.706	2.694	2.695
Gmb1	2.660	2.653	2.645	2.636	2.640	2.628	2.611	2.645	2.647
Gmb2	2.665	2.648	2.644	2.629	2.639	2.635	2.615	2.636	2.642
Gmb	2.663	2.651	2.645	2.633	2.639	2.632	2.613	2.641	2.645
Pb	5.7	5.6	5.6	5.5	5.7	5.7	5.4	5.6	5.8
Air Voids	1.17%	1.85%	1.96%	4.67%	1.65%	2.28%	3.42%	1.99%	1.86%
1/2"	100.0	99.3	99.7	98.4	100.0	99.2	100.0	99.6	99.0
3/8"	93.8	92.2	91.9	90.6	95.0	90.6	91.6	92.6	91.3
1/4"		72.8	73.8		76.0			74.2	
No. 4	67.1	63.8	63.3	61.9	67.0	61.1	62.1	63.4	61.7
No. 8	42.0	39.1	40.2	39.1	42.0	38.2	38.8	39.4	38.9
No. 16	27.2	26.2	26.6	25.2	27.0	25.0	25.3	25.9	25.1
No. 30	20.8	19.7	20.2	18.9	20.0	18.8	19.2	19.5	18.8
No. 50	15.8	15.1	15.3	14.3	16.0	14.2	14.6	14.9	14.2
No. 100	11.9	11.0	11.5	10.6	12.0	10.4	10.7	10.8	10.4
No. 200	8.5	7.8	8.0	7.4	8.5	7.2	7.5	7.6	7.1
Shake Time (min)	10.0	8.0	5.0	8.0	7.0	8.0	7.5	10.0	7.0

Section 1 - Standard Testing

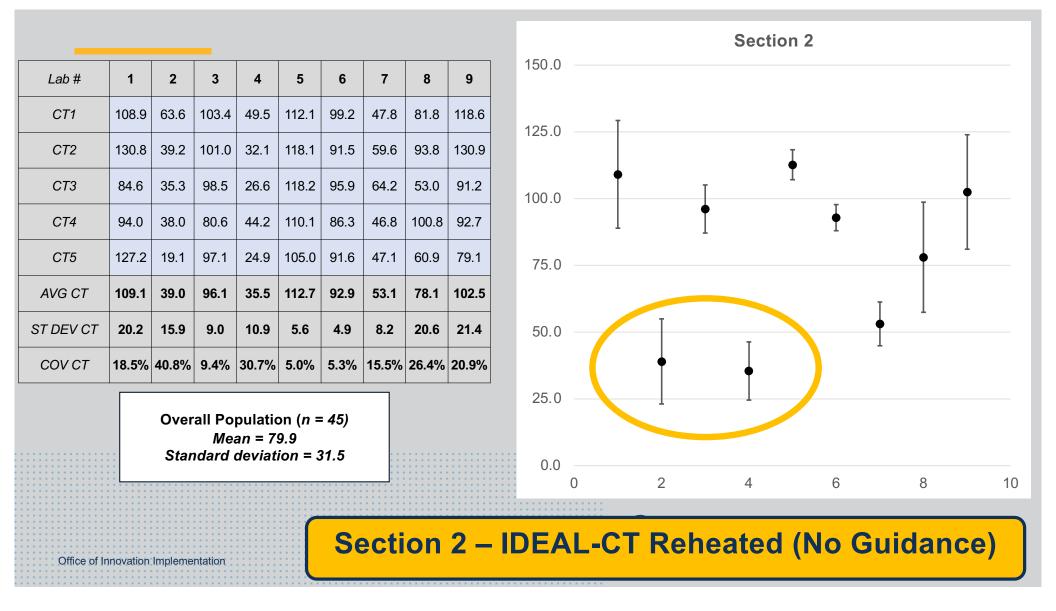






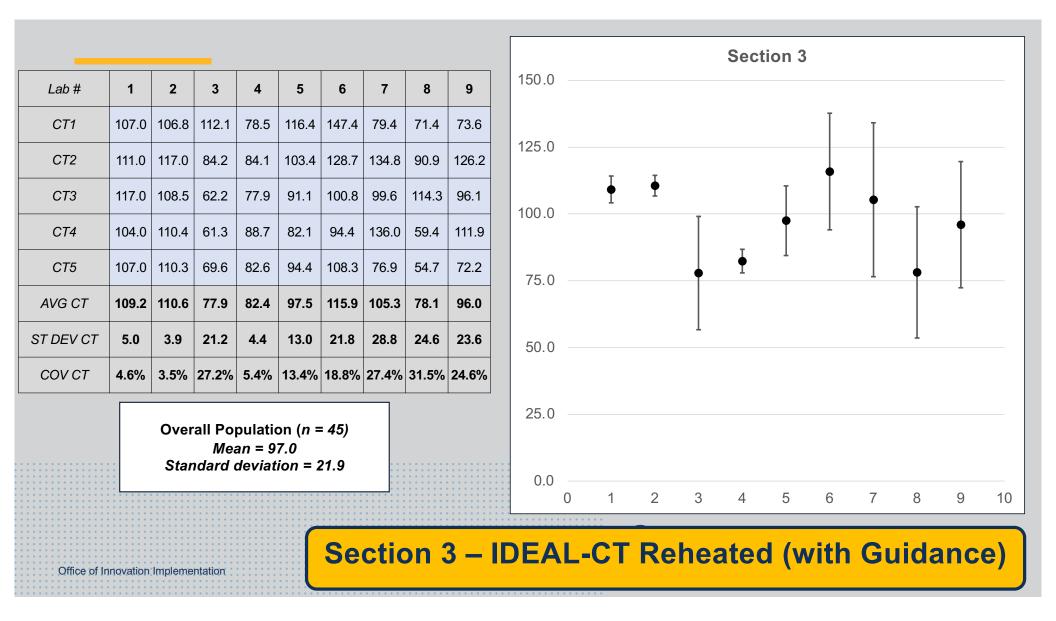
Lab #	1	2	3	4	5	6	7	8	9
CT1	108.9	63.6	103.4	49.5	112.1	99.2	47.8	81.8	118.6
CT2	130.8	39.2	101.0	32.1	118.1	91.5	59.6	93.8	130.9
СТЗ	84.6	35.3	98.5	26.6	118.2	95.9	64.2	53.0	91.2
CT4	94.0	38.0	80.6	44.2	110.1	86.3	46.8	100.8	92.7
CT5	127.2	19.1	97.1	24.9	105.0	91.6	47.1	60.9	79.1
AVG CT	109.1	39.0	96.1	35.5	112.7	92.9	53.1	78.1	102.5
ST DEV CT	20.2	15.9	9.0	10.9	5.6	4.9	8.2	20.6	21.4
COVCT	18.5%	40.8%	9.4%	30.7%	5.0%	5.3%	15.5%	26.4%	20.9%

Section 2 – IDEAL-CT Reheated (No Guidance)

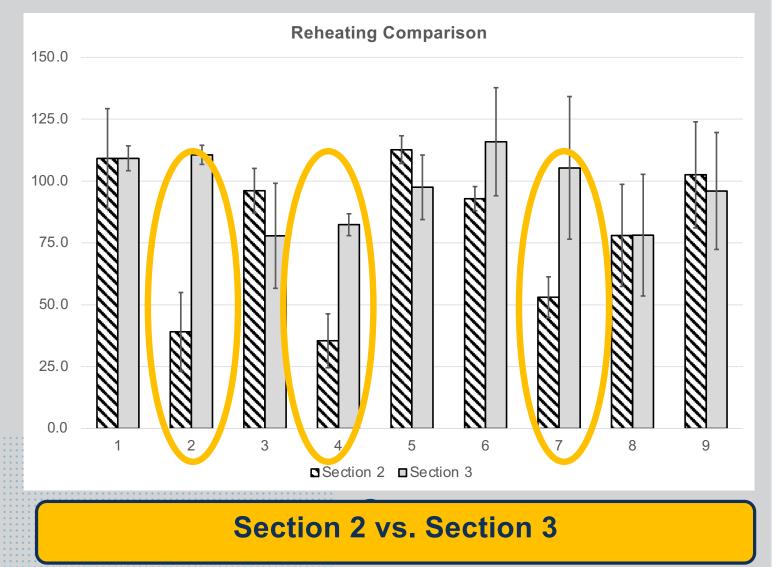


Lab #	1	2	3	4	5	6	7	8	9
CT1	107.0	106.8	112.1	78.5	116.4	147.4	79.4	71.4	73.6
CT2	111.0	117.0	84.2	84.1	103.4	128.7	134.8	90.9	126.2
СТЗ	117.0	108.5	62.2	77.9	91.1	100.8	99.6	114.3	96.1
CT4	104.0	110.4	61.3	88.7	82.1	94.4	136.0	59.4	111.9
CT5	107.0	110.3	69.6	82.6	94.4	108.3	76.9	54.7	72.2
AVG CT	109.2	110.6	77.9	82.4	97.5	115.9	105.3	78.1	96.0
ST DEV CT	5.0	3.9	21.2	4.4	13.0	21.8	28.8	24.6	23.6
COV CT	4.6%	3.5%	27.2%	5.4%	13.4%	18.8%	27.4%	31.5%	24.6%

Section 3 – IDEAL-CT Reheated (with Guidance)

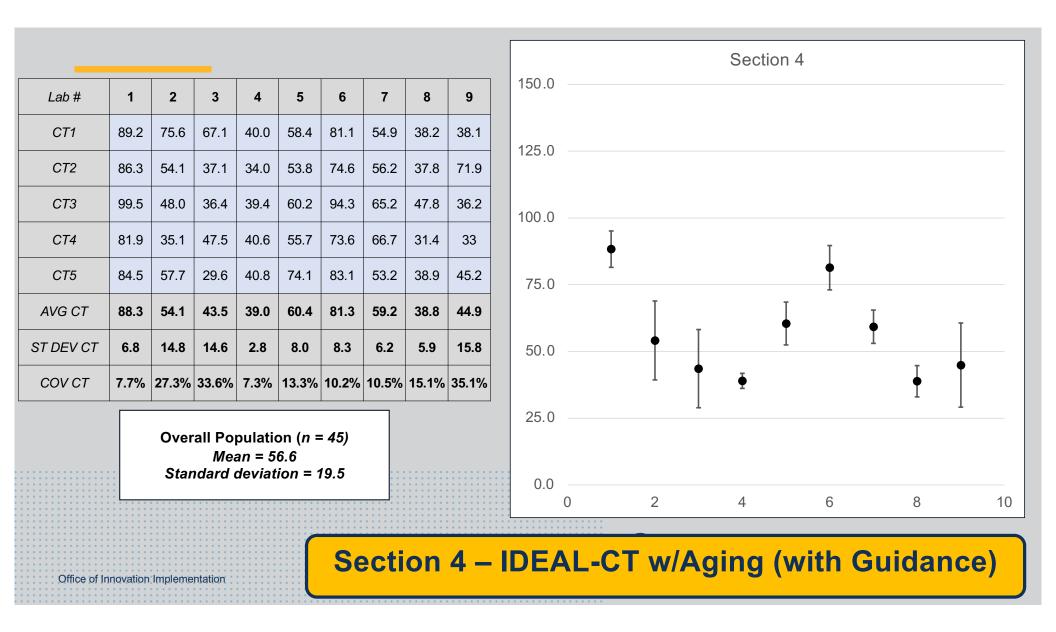


- Clear difference between Sections for Labs, 2, 4, & 7
- Some labs reduced withinlab variability – others increased within-lab variability



Lab #	1	2	3	4	5	6	7	8	9
CT1	89.2	75.6	67.1	40.0	58.4	81.1	54.9	38.2	38.1
CT2	86.3	54.1	37.1	34.0	53.8	74.6	56.2	37.8	71.9
СТ3	99.5	48.0	36.4	39.4	60.2	94.3	65.2	47.8	36.2
CT4	81.9	35.1	47.5	40.6	55.7	73.6	66.7	31.4	33
CT5	84.5	57.7	29.6	40.8	74.1	83.1	53.2	38.9	45.2
AVG CT	88.3	54.1	43.5	39.0	60.4	81.3	59.2	38.8	44.9
ST DEV CT	6.8	14.8	14.6	2.8	8.0	8.3	6.2	5.9	15.8
COV CT	7.7%	27.3%	33.6%	7.3%	13.3%	10.2%	10.5%	15.1%	35.1%

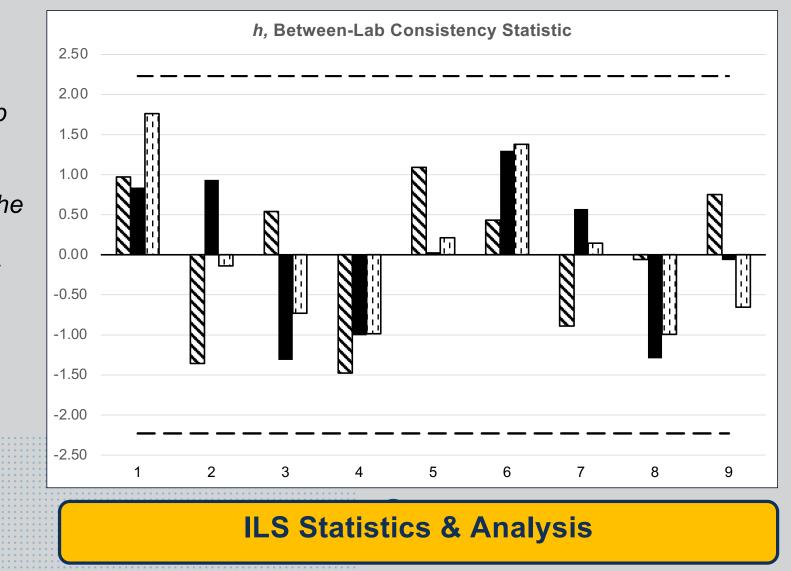
Section 4 – IDEAL-CT w/Aging (with Guidance)



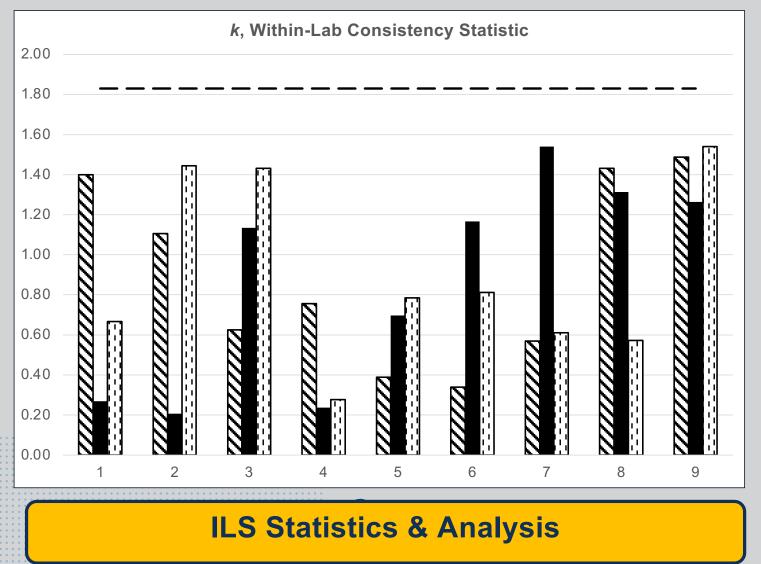
- Conducted ILS analysis per ASTM E691
- r = R for Section 3 due to excellent agreement between labs
- Outlier analysis conducted per lab per Section and overall – none identified

Value / Section	Section 2	Section 3	Section 4									
	Reheating – No	Reheating –	Aged – With									
	Guidance	With Guidance	Guidance									
r	40.34	52.4	28.6									
Repeatability	(50.5%)	(54.0%)	(50.6%)									
<i>R</i>	52.2	52.4	34.1									
Reproducibility	(65.3%)	(54.0%)	(60.2%)									
	ILS Statistics & Analysis											

- h = between-lab consistency statistic
- All labs below the threshold for potential issues for all Sections



- k = withinconsistency statistic
- All labs below the threshold for potential issues for all Sections
- Those approaching threshold for all sections bear further investigation



Lab #	1	2	3	4	5	6	7	8	9
AAF 1 Section 2 to Section 4	0.81	1.39	0.45	1.10	0.54	0.88	1.12	0.50	0.44
AAF 2 Section 3 to Section 4	0.81	0.49	0.56	0.47	0.62	0.70	0.56	0.50	0.47



Volumetrics matter for lab consistency

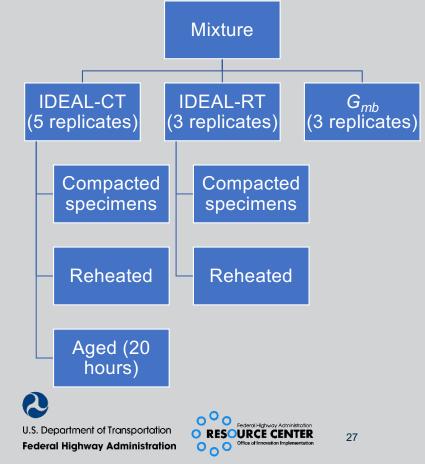
- Differences in typical specific gravity testing can impact BMD results
- Further volumetric round robin in the northeast bears investigation
- Existing reheating procedures are very open to different practice (multiple reheating, impact of G_{mm} , etc.)
- Providing specific reheating guidance has a clear positive impact on between-lab variability of IDEAL-CT
 - Some unfamiliarity with the procedure may have led to fewer gains on repeatability
- Aging does not appear to significantly reduce variability
- IDEAL-CT has a significant variability that needs to be addressed for responsible implementation





What's Next for NE BMD Working Group

- 2024/2025 BMD round robin
 - Multiple plant-produced mixtures
- Development of regional guidance for reheating?
- Potential for coordinated effort on BMD validation (see next slide)
- What else?



2024 NE BMD – Validation Idea

- Pool state resources to produce a wider validation experiment
- Each state to use 1 project for validation site paved in 2025
 - At least 3+ sections of different surface mixtures plus a control
 - Focus on material changes to net BMD differences (PG binder grade, RAP content, asphalt content, etc.)
 - Attempt to complete through contract modification and contractor option
 - Each section is extensively sampled and tested to be repeated among multiple StateDOT labs
 - Include multiple BMD tests and aging conditions, sharing data between states

Would result in several sections in multiple states that could be analyzed as a group

Look for outside assistance in performance monitoring?

Office of Innovation Implementation

U.S. Department of Transportation Federal Highway Administration



U.S. Department of Transportation Federal Highway Administration

Questions?

Thank you for your attention!

OOO ORESOURCE CENTER OOOOOCCONTROL OF CONTROL OF CONTRO

Derek Nener-Plante Pavement and Materials Engineer <u>derek.nenerplante@dot.gov</u>