

February 22, 2021 10:23 AM from Steven Carter to everyone:
Please follow the link below to access a digital sign-in sheet.

February 22, 2021 10:23 AM from Steven Carter to everyone:
blockedhttps://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMFBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 10:38 AM from Steven Carter to everyone:
https://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMFBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 10:59 AM from Steven Carter to everyone:
https://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMFBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 11:03 AM from Steven Carter to everyone:
https://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMFBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 11:03 AM from Asphalt Academy Webinars to everyone:
Please sign-in at the above link

February 22, 2021 11:05 AM from Asphalt Academy Webinars to everyone:
yes. we hear you Matt

February 22, 2021 11:08 AM from Jean-Paul Fort to everyone: How will Certifications for overseas bases be organized?

February 22, 2021 11:10 AM from Jean-Paul Fort to everyone: OK
- Thanks

February 22, 2021 11:18 AM from Craig Rutland to everyone: I will have to reconnect

February 22, 2021 11:20 AM from Craig Rutland to everyone:
back on audio seem to be working

February 22, 2021 11:27 AM from Craig Parker to everyone: The industry is moving quickly to electronic tickets that could help.

February 22, 2021 11:39 AM from Craig Parker to everyone:
Typically on FAA job, inspectors are applying a joint denisty core along a concrete to asphalt joint even if it doesn't fall in the random pattern

February 22, 2021 11:53 AM from Jeb Tingle to everyone:
Send information on asphalt paving or runway reconstruction costs in the PACOM theater to Jeb.S.Tingle@usace.army.mil. Just using this info for technology comparisons. Extremely detailed information is not required, costs per square yard per inch for overlays or asphalt paving is good. Also any substructure costs.

February 22, 2021 11:54 AM from Steven Carter to everyone: For those just logging in, please sign in at the following link
https://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMFBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 12:05 PM from Greg Cline to everyone: Sounds typical thermal cracking of northern CA and NV

February 22, 2021 12:05 PM from Greg Cline to everyone: Use of polymers have reduced most of the problems of thermal cracking in those areas. Several case studies from 2000-2010 support all those problems are the result from thermal cracking (typical mixes of past)

February 22, 2021 12:07 PM from John Feider, TSC to everyone: Northern California uses PG XX-10 and XX-16 asphalt binders. They have not had satisfactory perform. The designer note in the airfield specs recommends using PG XX-22 or colder.

February 22, 2021 12:08 PM from Steven Carter to everyone: Correct - most recent revision disallows PG XX-10 PG XX-16. Highest low temp grade is PG XX-22.

February 22, 2021 12:11 PM from Greg Cline to everyone: Exactly, use of the correct amount of polymer (PG XX-22 or colder) works. One of the primary reasons we disallowed the -10 -16 when we saw nothing but problems.

February 22, 2021 12:13 PM from Steven Carter to everyone: Please sign in at the following link if you just arrived to the meeting
https://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMFBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 12:14 PM from Gerry Huber to everyone: Regarding inability to achieve VMA with constrained aggregate sources in remote locations: Generally, manipulation of gradation to control aggregate packing (VMA) can be best done using the Bailey method. Often when it is said that VMA cannot be achieved, it may be outside the experience base of the mix designer which can vary from adequate to extensive. The Bailey method generally can be used to maximize the ability to achieve VMA. That said, it is possible that the available stockpiles of aggregate do not have sufficient flexibility to control gradation adequately. In that case an option may be to process the aggregates differently to achieve the gradation control desired.

February 22, 2021 12:23 PM from Asphalt Academy Webinars to everyone: Great comments Gerry. Another option is to import an aggregate to blend with local aggregate sources. This is often done with a hard cubicle shaped intermediate size clean aggregate. These are sometimes referred to as "sweeteners". It doesn't take a high percentage of this type of aggregate to be added to the blend to really increase VMA. I have seen cases where 5% of this type aggregate added can increase VMA by up to 1% (so taking a 13.5% VMA to 14.5%)..

February 22, 2021 12:23 PM from Benjamin Cox to everyone: Hi Gerry, my understanding of the issue is that this has been a longtime challenge for years in this particular area where crushed coral is being used. If the best that truly can be done with the available materials is VMA ~0.5% below the minimum requirement, what are your thoughts on reducing the design air voids from 4.0 to 3.5% accordingly? This would maintain roughly the same binder volume, which was their initial concern - durability.

February 22, 2021 12:26 PM from Asphalt Academy Webinars to everyone: @ Ben - Yes, soft coral is really a challenge in reaching specified VMA. Also have to be aware of high absorption rates with coral.

February 22, 2021 12:29 PM from Asphalt Academy Webinars to everyone: Regarding the Bailey Method, AI is hosting a class taught by Bill Pine in May:
<http://www.asphaltinstitute.org/training/seminars/optimizing-volumetrics-using-the-bailey-method/>

February 22, 2021 12:30 PM from Asphalt Academy Webinars to everyone: correction - end of April

February 22, 2021 12:32 PM from John Feider, TSC to everyone: We have used MSCR in states that specify it. We usually help the DOR write in the MSCR requirements into the DoD airfield spec. Including PG+ testing.

February 22, 2021 12:55 PM from Gerry Huber to everyone: With soft, highly absorptive aggregates, it is usually easier to achieve VMA with a fine-graded mixture than a coarse-graded one. If indeed, VMA is 0.5% low, I would adjust the air voids to 3.5% instead of 4.0%. As you note, that will keep the effective volume of asphalt (and the total asphalt content) at the desired level. A reduction of 0.5% air voids should not significantly increase risk of low air voids causing rutting.

February 22, 2021 1:13 PM from Asphalt Academy Webinars (privately): Matt- I just e-mailed you 4 slides on PIC.

February 22, 2021 1:15 PM to Asphalt Academy Webinars (privately): OK...I'll pull them up for your presentation

February 22, 2021 1:19 PM to Asphalt Academy Webinars (privately): Haven't received anything yet. I'll let you know when I do.

February 22, 2021 1:31 PM to Jim Musselman (privately): Need to share screen if you have something to share

February 22, 2021 1:32 PM from Richard Willis to everyone: <https://www.asphaltpavement.org/expertise/engineering/plastics-in-asphalt>

February 22, 2021 1:46 PM from Richard Willis to everyone:

Here is the Balanced Mix Design Resource Guide Jim just mentioned. It is being developed into an interactive website.

<https://member.asphaltpavement.org/Shop/Product-Catalog/Product-Details?productid={695C89AA-A56B-EB11-A812-000D3A984636}>

February 22, 2021 1:49 PM from Greg Cline (privately): Hi Steven, I need to leave in a few minutes but wanted to say Thanks for meeting and being a good host! Greg

February 22, 2021 1:53 PM from Jesse Doyle to everyone: I find it interesting that the "high density" control from the test track data showed excellent cracking performance relative to most of the other sections shown. It was also the only section that would qualify for full pay density pay factor according to airfield specs. Some of the lowest density and high cracking section shown would have significant pay deducts by the airfield spec

February 22, 2021 1:54 PM from Erv Dukatz (privately): still on first slide

February 22, 2021 1:54 PM from Erv Dukatz (privately): 2nd slide

February 22, 2021 1:55 PM from Ronnie Thevenot (privately): Just moved to slide 2.

February 22, 2021 1:55 PM from Bob Horan to everyone: Here is a link to Asphalt Institute's Pavement Inspector Certification (PIC) webpage: <http://www.asphaltinstitute.org/training/seminars/paving-inspector-certification-pic/>

February 22, 2021 1:56 PM from Greg Cline (privately): FYI - Although I will be leaving I will be leaving my computer connected to meeting - I'm hoping I can catch the last part of the UFGS updates. Again - Thanks.

February 22, 2021 1:57 PM to Greg Cline (privately): Thanks, Greg!

February 22, 2021 2:05 PM from Asphalt Academy Webinars to everyone: <http://www.asphaltinstitute.org/training/seminars/airfield-paving-clinic/>

February 22, 2021 2:09 PM from Asphalt Academy Webinars to everyone: Link just above is to our Airfield Paving Clinic

February 22, 2021 2:14 PM from Asphalt Academy Webinars (privately): Matt - I'm going to try to stay connected via phone and log out of WebEx so that I can try to download the current version (assuming I don't have it). I'd like to follow Ben's slides

February 22, 2021 2:14 PM to Asphalt Academy Webinars

(privately): Ok. That works for me

February 22, 2021 2:16 PM from Steven Carter to everyone: For those that logged in late, please use the sign-in located: https://docs.google.com/forms/d/e/1FAIpQLSfGrQMqy6JAvIrIB1ydGAMDP1zMfBPjbdmwLQwGVWG0oRWaBA/viewform?usp=sf_link

February 22, 2021 2:19 PM from Asphalt Academy Webinars (privately): I'm back in. And can see Ben's slides. Who knows what is different

February 22, 2021 2:19 PM to Asphalt Academy Webinars (privately): We've had issues where the most current version caused similar issues.

February 22, 2021 2:22 PM from Asphalt Academy Webinars (privately): i never downloaded anything. I had re-entered two other times with no help. 3rd time is the charm

February 22, 2021 2:37 PM to Benjamin Cox (privately): Try and wrap up in next 5-7 mins

February 22, 2021 2:39 PM from Asphalt Academy Webinars to everyone: Just a point of clarification on minimum VMA requirements. FAA's P-401 criteria is 1% higher than UFGS 32-12-15.13 and Superpave, for same size mix. As Ray Brown stated, UFGS 32-12-15.13 matches Superpave criteria. For gradation 2, which is 12.5 NMAS Superpave, UFGS VMA min is 14%, but P-401 VMA min is 15%. All these are reported to the tenth.

February 22, 2021 2:42 PM from Asphalt Academy Webinars to everyone: Another difference between FAA's P-401 and UFGS 32 12 15.13 is that FAA designs mixes at 3.5% air voids, while UFGS designs at 4%. Gradation bands are the same for 1, 2 and 3)

February 22, 2021 2:50 PM from Frank Fee to everyone: Look at ASTM D6995

February 22, 2021 2:56 PM from Asphalt Academy Webinars to everyone: Great presentation Ben

February 22, 2021 2:57 PM from Bob Horan to everyone: Was this meeting recorded? Can participants get PDF copies of the presentations?

February 22, 2021 2:59 PM from Craig Rutland to everyone:

Bundled Documents EDIT

UFGS 32 01 17.61: Sealing of Cracks in Asphalt Pavements

UFGS 32 11 20: [Base Course for Rigid] [and] [Subbase Course for Flexible] Paving

UFGS 32 11 23: Aggregate Base Course

UFGS 32 11 23.23: Base Course Drainage Layers

UFGS 32 12 15.13: Asphalt Paving for Airfields

Documents being revised: UFGS 32 13 14.13: Concrete Paving for Airfields and Other Heavy Duty Pavements

February 22, 2021 2:59 PM from Erv Dukatz to everyone:
Ben, your presentations and the comments from Geoff and Ray highlight the need to monitor consistency of all the products used in the mix. the key is training to notice that something has changed, from the something simple like moisture change in one of the aggregates to changes in absorption and asphalt content changes. then, react and make changes to keep the mix properties consistent.

February 22, 2021 2:59 PM from Greg Gorup (privately):
Thank you Matthew. Well Done and great control over a very passionate group.

February 22, 2021 3:00 PM from Craig Rutland to everyone:
UFGS 32 01 13.63: Gilsonite Modified Asphalt Emulsion Seal Coats
UFGS 32 01 13.64: Bituminous Pavement Liquid Rejuvenating
UFGS 32 01 16.71: Cold Milling Asphalt Paving
UFGS 32 12 13: Bituminous Tack and Prime Coats
UFGS 32 01 13.62: Asphalt Surface Treatment UFGS 32 12 36.13: Asphaltic Seal and Fog Coats
UFGS 32 17 23: Pavement Markings

February 22, 2021 3:02 PM from Geoffrey Rowe to everyone: Ben
- thanks for the presentation - this is a critical area. Great slides.

February 22, 2021 3:02 PM from Craig Rutland to everyone: FY
22

February 22, 2021 3:02 PM from Craig Rutland to everyone:
UFGS 32 01 16.75: Heater Scarifying of Asphalt Paving
UFGS 32 01 18.71: Grooving of Airfield Pavements
UFGS 32 01 29.61: Partial Depth Patching of Rigid Paving
UFGS 32 12 15.16: Stone Matrix Asphalt (SMA) for Airfield Pavements
UFGS 32 15 00: Aggregate Surfacing
UFGS 34 73 13: Aircraft Tiedowns

February 22, 2021 3:06 PM from Craig Rutland to everyone: GSB
-78 is a cutback

February 22, 2021 3:06 PM from Craig Rutland to everyone:
GSB-88 is emulsion

February 22, 2021 3:11 PM from Asphalt Academy Webinars to everyone: correct