



June Flexible Team Meeting



Agenda



- Welcome and Introduction
- Minnesota Transportation Conference & Expo Wrap-up
- General NRRRA Updates
- 2023 Call for Innovation
- Research Pays Off
- Research Project Updates
- Team Discussion: Texas Undersealing to control reflective cracking



No New Attendees Joining us Today



2023 Minnesota Transportation Conference & Expo Wrap-up!!!



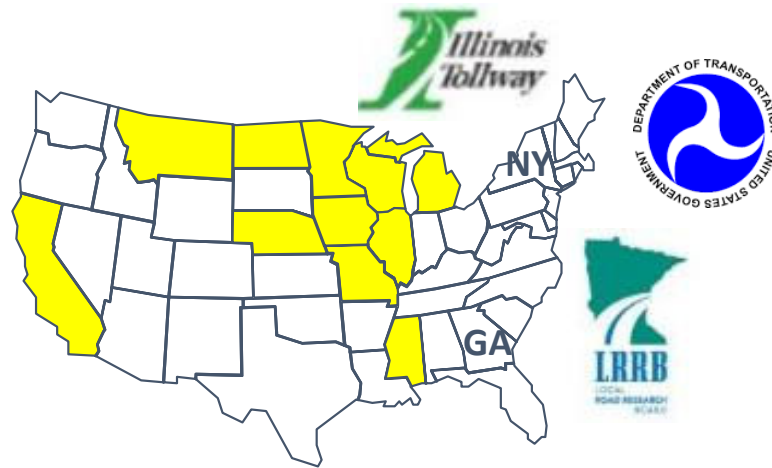
Ben: A few years back we had individual NRRRA conferences where we could focus on our pavement research but did not get too big. We did not have guest speakers. Will be having a meeting next week on this subject of having the option of having our own conferences again. Would like some member feedback. Got to make our agenda more marketable. Many of our presentations were in not in some of the main rooms and were did not get the traffic as some of the other presentations did.



General NRRRA Updates!!!



Ben: Originally, we had a very aggressive schedule or timeline for 2023 Call for innovation proposals to be reviewed or ranked, so we added an extra 2 weeks so if you submitted proposals, please bear us a couple more weeks. Should know by July 25th.
Other NRRRA updates: If anyone has ideas, suggestions, & thoughts for executive committee please send them to me.



National Road Research Alliance 2023 Call for Innovation



General NRRRA Updates Continued!!!



Lauren: We are in the process of updating the “listserve” lists. Flexible team has been using a google group email address to communicate with the Team. We are moving away from google and we have a different platform with Minnesota IT Department. It will be a closed list which means that only those who are on the list can send an email and it will go through.

I will be sending a follow-up email to each team that includes the email address so you can put include it in your contacts and add it to your safe list. We think this will be a safer way to protect everyone’s email address.



Research Pays Off!!!



Lauren: This week “Research Pays Off” will be hosting Richard Willis. His presentation is titled: “Asphalt Sustainability”. There are presentations scheduled for each month this year. In July Ben Worel will give an overview and introduction to new members of NRRRA



Research Project Updates



MnROAD HMA Reflective Cracking Challenge

Michael Vrtis – Completing the construction report and transferring materials to University of New Hampshire for testing. Every month there is a traffic switch to do distress surveys. This closure we are focusing on FWD and Dynamic instrumentation system.

Recycled Binder Availability

Emil – Working on RFP. TAP members have submitted comments and are being addressed. We are trying to locate areas in member states that have showed interest in hosting test sites. Going to set up a meeting for this.



Research Project Updates



Validation of Loose Mix Aging Procedures for Cracking Resistance Evaluation in Balanced Mix Design

Emil speaking for **Joe** – The first four tasks have been completed and are working on Task 5 which is the draft final report

Reclamation and Recycling Techniques to Achieve Perpetual Pavement Characteristics

Mohammad Sabouri – Started working on task 3, which is the ME perpetual pavement mechanistic analysis . Had a TAP meeting on the way to do the analysis. WE are trying to collect as much information as possible on the test cells which will be a help for us in writing the analysis.



Research Project Updates



Perpetual Pavement Test Sections in Wet-Freeze Climates

Michael Vrtis— Similar to other mainline sections where it will be included in the upcoming construction report and getting dynamic data collection during this traffic closure. The Wisconsin test sections are being constructed this summer. The perpetual pavement sections will be instrumented in October and November.



Team Discussion on Texas Underseals



Final portion of meeting was devoted to subject of Texas undersealing. Texas undersealing is comprised of chip seal that is applied on a milled surface prior to the HMA overlay to control reflective cracking.

Dan – We have had a couple in Wisconsin.

Oak – Montana has been doing more underseals lately. We are experiencing with cationic high float rapid set emulsions (CHFRS2P) lately but considering using a CRS2P on some of them.

Curt – What is the theory behind the under seal?

Oak – Primarily the single aggregate size of the chip. Not giving it any structural coefficient. Void space and the cubed shape of the chip contributes to the underseal. More air void structure helps cushion the effect of the crack below.

Ben to Oak – What criteria do you have for a road to be a candidate to received an underseal?

Oak – More in the experimental stage and do not have any criteria in place yet to determine what road would be a candidate.



Team Discussion on Texas Underseals



Dan – Flooding lower layer with asphalt binder contributes to the underseal as well.

Curt – May be a good idea to combine with other reflective cracking protocols such as polymer modified binders

Ali – Any experience with bleeding of the Texas underseal?

Mike – How thick are the HMA overlays? A – generally about 1 1/2” to 2”

Also discussed the Passrc (permeable asphalt stabilized stress relief course) as another option to control reflective cracking.

Eshan Dave (UNH) commented his experience with Passrc mix was that it performed quite well



Thanks for
Attending!!!

See you again
in July!!!

