

Attendance: Steve Ingram, Temple Short, Barry Paye, Larry Ilg, Cliff Selkinghaus, Heather Hall, Jay Goldbaum, Steve Saboundjian, Mark Braum, Mike Meyerhoff, Greg Scholar, Oak Metcalfe

- Hamburg Wheel & TSR – Tolerances might not be tight enough to get repeatable results that will allow you to determine if the additive or the air void content is causing differences
 - We need to come to a consensus as a TC on what the tolerances should be
 - Question: How are we adjusting the air voids in the WMA samples to match the control?
 - Comment: Some WMA is marketed as a compaction aid as well, which would make it tough to meet the tolerance.
 - Barry noted that by using specimen height rather than # of gyrations makes it easy to hit target air voids
- Are we specifying PG grade?
 - Some TCs have done this, and we could too.
 - Grades can affect the TSR
 - Believe we are using a 67-22 right now.
 - **AI: Make the grade 64-22 and specify in Work Plan**
- Some concern that 0.2% is too tight for Air Voids
- Saturation on TSR could also be a point of contention if manufacturers are looking for reasons their products failed
 - I MISSED THE OUTCOME OF OUR DECISION
- If all testing is performed in accordance with parameters on a test and then on a requested retest, how do you decide which set of data is correct.
- **AI: Delete 17.2**
- Could look at taking retest data, and averaging with original data to get your final result