

Green Group

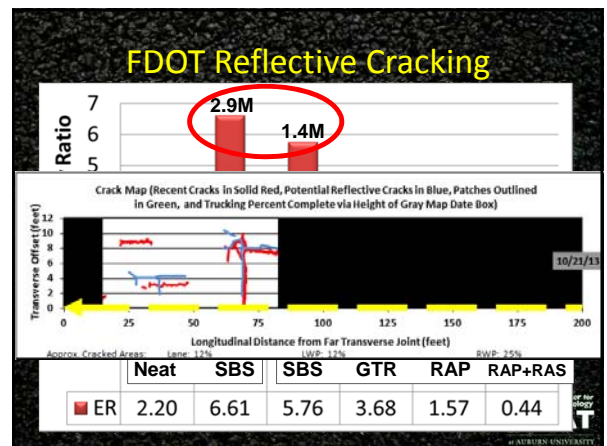
Purpose of Each Layer	>2.5M			
	N5 Control 0.9M 2.8M	S5 Higher RAP 44MI 2.2M 1.0M	S6 RAP+RAS 1.0M 3.7M	S13 Recyc Tires 2.3M 4.1M
Durable, Rut Resistant Surface	20% RAP 67-22 DGA	25% RAP 67-22 SMA	5% RAS 67-22 SMA	VIRGIN ARB12 SMA
Stiff, Strain Reducing Middle	35% RAP 67-22 DGA	50% RAP 67-22 DGA	50% AGED 67-22 DGA	35% RAP ARB12 DGA
Fatigue Resistant Base Layer	4.4M 35% RAP 67-22 DGA	35% RAP 88-22 DGA	25% RAP 76-22+ DGA	VIRGIN ARB20 AZ > 5.3M

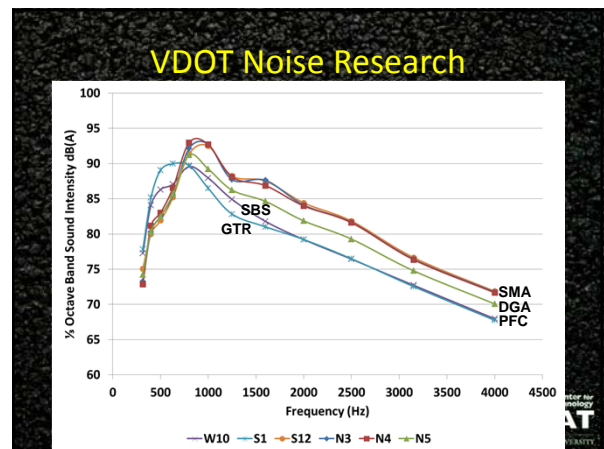
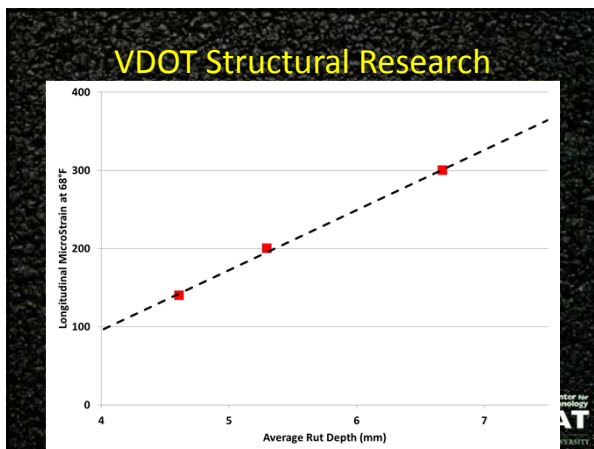
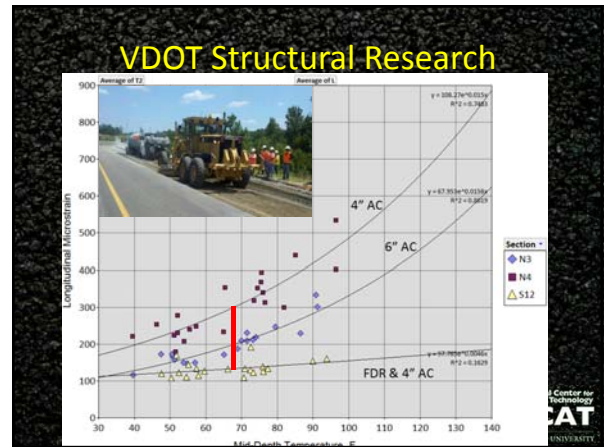
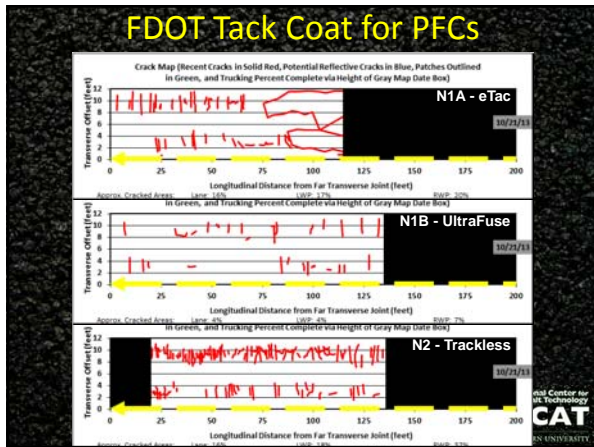
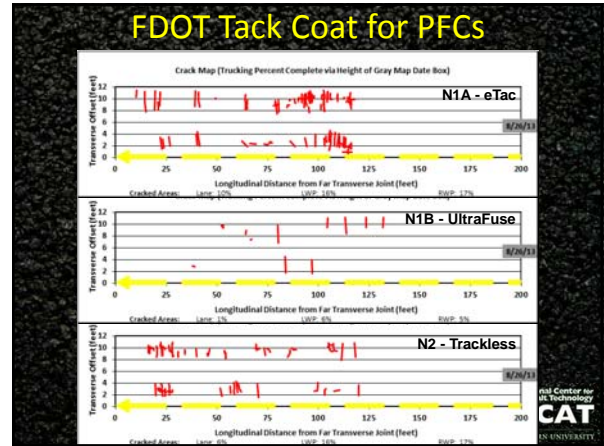
Green = Evotherm Q1 Additive. Blue = Astec Green Foamer

- ### S5 Reconstruction on 5/22/13
- Duplicated original HiPM base mix
 - Doubled tack rate (0.05 to 0.10 gsy)
 - Increased binder mix temp (275 to 325)
 - Increased AC in binder mix by 0.2%
 - 80 gyration SMA to 50 blows (AC up 0.5%)

Preservation Group (GE⇒PG)

Section	20 50 60		
	Lane	LWP	RWP
S9	6	6	15
S10	19	41	23
S11	10	31	4
N6	1	0	3
N10	0	0	0
N11	4	0	11
S8A	22	23	33
S8B	10	4	28
N7	0	0	0








Other Important Studies...

- ALDOT PFC sections E9A, E9B, E10
- GDOT interlayer sections N12, N13
- MDOT cracking in sections S2, S3
- TDOT PFC_{RAS} section S4
- ODOT structural sections N8, N9
- ODOT PFC_{tack} sections E1A, E1B



2015 Research Cycle

- Traffic continuation
- Mill/Inlay
- Structural
- Pavement preservation
- True innovation
- Product/process evaluations
- Cracking test study



Next Track Conference

- WMA & high RAP/RAS/GTR mixes
- Optimized structural design
- Pavement preservation
- Implementation




Pavement Test Track Conference


March 3-5, 2015

The Hotel at Auburn University
and Dixon Conference Center




www.ncat.tu

Questions ?



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