

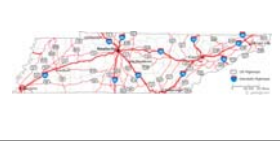








SEAUPG Central Group Update 2017

Alabama, Florida, Georgia, Kentucky, and Tennessee








Alabama   




- Does your State have specification changes / updates related to asphalt binder or mix, i.e., use of crumb rubber, modifiers, etc.?
 - None.
- How many tons of asphalt material have you placed within the last year?
 - 4,000,000.
- How have funding shortages affected HMA tonnage?
 - Milling and filling. Little to no new construction.
- Describe your State's experience with WMA, i.e., tons placed-specifications – and concerns.
 - Contractor's choice. 800,000 tons of WMA.

Alabama   




- Describe your State's experience with mixtures containing high percentages of recycled materials (RAP, shingles, etc) i.e., tons placed-specifications – and concerns.
 - Most mixes have RAP but are seeing less with RAS. Possibility of taking RAS out of HMA since not seeing a benefit to it.
- What is your experience thus far (if any) using the AMPT or other performance tests?
 - Only using APA for rutting.
- What methods has your State implemented to lower cost for maintenance, preservation, or reducing pavement costs?
 - Using more pavement preservation to the extend life of pavement.

Florida   

- Does your State have specification changes / updates related to asphalt binder or mix, i.e., use of crumb rubber, modifiers, etc.?
 - 76-22 PMA and 76-22 ARB are considered equivalent and contractor's choice.
 - HiMa binder (HP) has replaced 82-22 PMA. FDOT's last resort before concrete.
 - Definition of warm mix added:
 - For unmodified mixtures: Mixing temperature ≤ 285 °F.
 - For modified mixtures: Mixing temperature ≤ 305 °F
- How many tons of asphalt material have you placed within the last year?
 - 4.7 million tons for FDOT. This is about 30% of all HMA produced in Florida.
- How have funding shortages affected HMA tonnage?
 - No funding shortages.




Florida   

- Describe your State's experience with WMA, i.e., tons placed-specifications – and concerns.
 - Barely used at WMA temps. Mostly used as a compaction aid at HMA temps.
- Describe your State's experience with mixtures containing high percentages of recycled materials (RAP, shingles, etc) i.e., tons placed-specifications – and concerns.
 - Avg. % RAP = 27% for structural mixtures. No maximum specified.
 - Avg. % RAP = 19% for dense friction course mixtures. 20% max allowed.
 - No RAP in OGFC mixtures.
 - Shingles not allowed.

Florida   




- What is your experience thus far (if any) using the AMPT or other performance tests?
 - Only use for research purposes and for NTPEP WMA. Straightforward to use, considering complexity.
- What methods has your State implemented to lower cost for maintenance, preservation, or reducing pavement costs?
 - Do not use pavement preservation methods. Mill and resurface agency.
- Other topics.
 - Purchased portable FTIR (Bruker brand). Developing databases with different binder sources and polymer types.
 - Will eventually require FTIR scan for inclusion on Approved Products List.
 - Will also use as a forensics tool.

Georgia




- Does your State have specification changes / updates related to asphalt binder or mix, i.e., use of crumb rubber, modifiers, etc.?
 - Modified Section 400 in regards to profile smoothness requirements for Urban Roadways and bridge approaches/exits.
- How many tons of asphalt material have you placed within the last year?
 - 4.4 million tons.
- How have funding shortages affected HMA tonnage?
 - With recent fuel tax increase, more projects have been able to be let.
- Describe your State's experience with WMA, i.e., tons placed-specifications – and concerns.
 - Very limited experience, but do have asphalt plants with foaming systems approved to produce warm mix for surface mixes at contractor's discretion.

Georgia




- Describe your State's experience with mixtures containing high percentages of recycled materials (RAP, shingles, etc.) i.e., tons placed-specifications – and concerns.
 - GDOT allows up to 40% RAP in all mix types other than SMA, Open Graded Interlayers (OGI), and Open-graded mixtures. For SMA, a maximum of 15% RAP is allowed, 10 % RAP in OGI, and no RAP in Open-graded mixtures.
- What is your experience thus far (if any) using the AMPT or other performance tests?
 - Does not conduct performance testing. Very limited experience otherwise.
- What methods has your State implemented to lower cost for maintenance, preservation, or reducing pavement costs?
 - Using fog seals on shoulders of some interstate projects, as well as limited use on aged open-graded pavements. Updating asphalt mixture type use guidelines to encourage the use of more thin asphalt pavements. Using surface treatments on lower traffic volume roadways.

Kentucky




- Does your State have specification changes / updates related to asphalt binder or mix, i.e., use of crumb rubber, modifiers, etc.?
 - Will no longer allow the use of REOBs after 2018. Have reduced the use of RAP and RAS in HMA.
- How many tons of asphalt material have you placed within the last year?
 - 4.0 million tons.
- How have funding shortages affected HMA tonnage?
 - Decreased HMA tonnage produced for 2017.
- Describe your State's experience with WMA, i.e., tons placed-specifications – and concerns.
 - Use as a compaction aid and for longer haul distances. Run mix hot. 1.8 million tons last year.

Kentucky




- Describe your State's experience with mixtures containing high percentages of recycled materials (RAP, shingles, etc.) i.e., tons placed-specifications – and concerns.
 - Lowered the use of RAP and RAS in Kentucky beginning in 2017. Increased minimum %AC by another 0.1% in addition to the 0.2% increase in 2016 for surface mixes. Total increase is 0.3% in the last two years. Better mix designs with greater workability and not as stiff compared to the higher RAP and lower AC contents from the past.
- What is your experience thus far (if any) using the AMPT or other performance tests?
 - Doesn't do performance testing. However, does own an AMPT.

Kentucky

- What methods has your State implemented to lower cost for maintenance, preservation, or reducing pavement costs?
 - \$30 M dollars for the 2018 paving season for preventative maintenance mixes including microsurfacing, scrub seals, chip seals, and cape seals. This funding also includes thinlay HMA mixes, which are bid alternate to microsurfacing mixes.
- Other topics.
 - Beginning with March 2017 contract letting, FHWA mandated use of ignition oven for asphalt content determination during state verification testing. Contractor permitted to use ignition or solvent extraction method for their acceptance tests.




Tennessee




- Does your State have specification changes / updates related to asphalt binder or mix, i.e., use of crumb rubber, modifiers, etc.?
 - 2017
 - Requires gap graded base layers to be covered with the next layer prior to winter.
 - Requires binder and anti-strip additive be tested together to show that the binder still meets the PG grading (ODSR) after blending.
 - Waived Jnr(diff) for PG 76-22 (TDOT equivalent to PG 64E.) or anytime that Jnr(3.2) < 0.5.
 - Changed the MSCR Percent Recovery minimum to be a flat 29% from the Appendix X-1 curve for PG70-22 (TDOT equivalent to PG 64V).
 - 2018
 - Will allow GTR as an optional modifier.

Tennessee    **TDOT**
Department of
Transportation

- How many tons of asphalt material have you placed within the last year?
 - 2.2 Million tons of HMA in 2016 and has placed just shy of 1 million tons for 2017 through July.
- How have funding shortages affected HMA tonnage?
 - Committed to maintaining current infrastructure.
 - Added emphasis on using pavement management practices to stretch dollars.
 - Past 6 years placed an average of 2.5 Million tons of HMA but slightly less the last two years.
 - A state gas tax increase was approved during the 2017 general assembly. Most new funding will go to deferred capacity projects. But as the shelf ready projects are let, some extra money may end up in the resurfacing program in coming years.
- Describe your State's experience with WMA, i.e., tons placed-specifications – and concerns.
 - Permissive spec. WMA not tracked. Most used as compaction aid.

Tennessee    **TDOT**
Department of
Transportation

- Describe your State's experience with mixtures containing high percentages of recycled materials (RAP, shingles, etc) i.e., tons placed-specifications – and concerns.
 - Max allowable RAP content is 35% in base, binder, and shoulder mix types. 20% max in surface mixes. Not much pressure to increase these limits. Have also let some HIPR jobs (184,000 SY in 2017).
- What is your experience thus far (if any) using the AMPT or other performance tests?
 - Have purchased an AMPT, as well as are in the process of ordering the components to start evaluating the I-FIT. Are in a research phase in the HQ lab.

Tennessee    **TDOT**
Department of
Transportation

- What methods has your State implemented to lower cost for maintenance, preservation, or reducing pavement costs?
 - Implemented a pavement preservation program with extensive use of micro-surfacing and thin lifts on lower volume state routes.
 - Added GTR and low percentages of PPA as allowable modifiers as alternatives to SBS.
 - Adjust payment of AC based on a bituminous index to decrease risk on the contractor should binder prices fluctuate between bidding and construction.
 - Currently researching the use of a screenings mix at higher lift thickness (1.25").
 - Allow alternate bidding of some pavement treatments against each other in certain cases.
- Other topics.
 - Will be requiring contractors to use Intelligent Compaction for QC on interstate projects in 2018.