

SEAUPG WEST REGION UPDATE

SEAUPG Annual Meeting
November 14-16, 2017
Jacksonville, FL


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West Region Survey Participants

Arkansas -	Tamara Boggs
Louisiana -	Samuel B Cooper III
Mississippi -	Cass Coon
Oklahoma -	Kevin Suitor
Texas -	Robert Lee

Thanks for your participation!!



Specification Changes/Updates

Arkansas

- Updated Tack Coat Spec
 - All surfaces must be broomed prior to application of tack
 - Dilution of tack in the field is not allowed
 - Application rates are now based on residual asphalt in the emulsion
 - Tack coat is required for all surfaces which have been exposed for 8 or more hours

Louisiana

- Published a 2016 Specification Book

Mississippi

- Published a 2017 Standard Specification Book
- Beginning to perform Cantabro Testing on field-produced mix and lab-mixed specimens

Specification Changes/Updates cont.

Oklahoma

- **Current Special Provisions**
 - Warm Mix Asphalt
 - Rich Intermediate Layer
 - RAP/RAS
 - MSCR
 - Use of Lime as Anti-Strip
- **Special Provisions in Progress**
 - Dry Crumb Rubber Process
 - Balanced Mix Design
 - Alternates to T-283 (Resistance of Compacted Asphalt Mixtures to Moisture-Induced Damage)
 - Cantabro Testing
 - Tack Bond Strength (LISST)

Texas

- Minor clarifications to the current HMA specifications
- Looking to implement a Delta Tc requirement for binder specification
- Developing a balanced mix design specification



How have funding shortages affected HMA tonnage?

Arkansas

- None

Louisiana

- More Preservation type projects to extend pavement life

Mississippi

- Pushing projects into the future

Oklahoma

- Moving short term planned projects to long term

Texas

- Involved in 2 state-funded propositions providing \$70 billion over 10 years

Describe your State's experience with WMA

Arkansas

- No problems to report
- 1.4 million tons placed to date
- Included in contracts as a Special Provision as an alternate option to HMA

Louisiana

- Most contractors use foamers for all mixes
- Temperature reduction to 280°F-290°F

Mississippi

- No major issues to report aside from high mix temps coming out of the truck
- Approximately 40% of mixes approved for use on projects in 2017 were WMA

Oklahoma

- Contractors discretion in using WMA
- Approximately 25% of total mix used on projects
- Predominately use foaming method

Texas

- No major issues aside from compatibility issue with certain binders

Describe your State's experience with high RAP/RAS percentages.

Arkansas

- Allow a max of 30% (RAP and/or RAS) with an average of 15-20% used in most mixes

Louisiana

- Max RAP in base course – 30%
- Elsewhere – 20%
- RAS not allowed

Mississippi

- Max RAP in all underlying lifts – 30%
- Max RAP in top lift – 20%
- Max RAP in SMA – 10%
- RAS not allowed

Oklahoma

- Max RAP in all underlying lifts – 25%
- RAS not allowed except by Special Provision
- Currently researching use of high percentages of RAP/RAS in BMD process

Texas

- Scaling back use of high percentages of RAP/RAS until implementation of BMD process

Experiences With the AMPT or Other Performance Tests

Arkansas

- None

Louisiana

- Research use only. Developing modulus values for MEPDG.

Mississippi

- Maintaining a database of dynamic modulus and flow number values for all types of mixes.

Oklahoma

- Developing dynamic modulus values for current projects utilizing HMA/WMA
- Gathering SCB test and Overlay test data

Texas

- AMPT used for dynamic modulus testing and forensic investigations
- Overlay Test used for cracking susceptibility
- Hamburg Wheel Tracking Test for rutting susceptibility

Cost Saving Methods

Arkansas

- Implementing a pavement preservation program
- Switched from focusing on capacity to maintaining current roads

Louisiana

- Working on a Balanced Mix Design Process which can lead to higher RAP/RAS content

Mississippi

- Use thin lifts and chip seals/scrub seals on lower volume roads
- Beginning to fog seal 5-6 year old OGFC pavement

Oklahoma

- Use preservation methods such as chip seals and HIR

Texas

- Most HMA specs allow for RAP, RAS, and WMA
- Binder substitution allowed when using recycled materials
- Exploring other preventative maintenance options

Additional Topics

Arkansas

- Arkansas State Highway and Transportation Department is now Arkansas Department of Transportation (ARDOT)

Louisiana

- None

Mississippi

- None

Oklahoma

- None

Texas

- See next slide for information on proposed ΔT_c Spec



