



CENTRAL REGION UPDATE
SEAUPG State Update




Asphalt Tonnage

- Tons of HMA placed in your state:
 - 7.5 million tons total
 - 4 million tons for ALDOT projects
 - 2.5 million tons HMA, 1.5 million tons WMA



Asphalt Tonnage

- Tons of HMA placed in your state:
 - 9 – 10 Million Tons based on NAPA estimate
 - ~2.5 Million Tons by TDOT



Balanced Mix Design

- Have you implemented or plan on implementing a Balanced Mix Design Method into your specifications?
 - Have not implemented. Keeping aware of the latest developments.
- If so, where are you in your implementation process?
 - Research and evaluation stage.
- Which tests are you using/considering?
 - TBD



Pavement Design

- Do you use or plan on using the Mechanistic Empirical Pavement Design Guide Method (MEPDG)?
 - ALDOT - Not at the present time.
 - KYDOT – Currently upgrading for future use.
 - FDOT – Not at this time. Waiting for top-down cracking model.



Pavement Design

- Do you use or plan on using the Mechanistic Empirical Pavement Design Guide Method (MEPDG)?
 - Yes
- If so, where are you in the implementation process?
 - Research/Development of factors





Pavement Design

- Do you use or plan on using the Mechanistic Empirical Pavement Design Guide Method (MEPDG)?
 - Not currently but GDOT is moving towards using MEPDG in the future.
- If so, where are you in the implementation process?
 - Technically, while locally calibrated for a previous version of Pavement ME, additional research and data is needed to move towards the more recent version.





Pavement Design (continued)

- If so, where are you in the implementation process? (continued)
 - By FY 2021, GDOT will be running concurrent designs for concrete with the AASHTO 1972 guide still being the determining design.
 - Following shortly after, GDOT will be doing the same with asphalt. (Making some engineering decisions on moduli and some climate inputs.)




Non-Tracking Materials

- Do you allow specialized non-tracking materials to be used for tack and underseal on paving projects?
 - Yes
- If so, what is your experience with these types of materials?
 - Contractors/DOT Areas like using them
 - Works good if applied correctly




Non-Tracking Materials

- Do you allow specialized non-tracking materials to be used for tack and underseal on paving projects?
 - Yes
- If so, what is your experience with these types of materials?
 - + Overall contractors that have used them seem to like them.
 - + We like that the tack tends to stay in place under traffic.
 - Verification testing is very difficult, especially at central lab days/weeks after



Non-Tracking Materials

- Do you allow specialized non-tracking materials to be used for tack and underseal on paving projects?
 - Yes
- If so, what is your experience with these types of materials?
 - Hot applied seems to perform well
 - Inconsistent results with regular applied



Non-Tracking Materials

- Do you allow specialized non-tracking materials to be used for tack and underseal on paving projects?
 - Allow non-tracking products
- If so, what is your experience with these types of materials?
 - Some good, some bad.
 - Contractor has to know how to store and apply material





Non-Tracking Materials

- Do you allow specialized non-tracking materials to be used for tack and underseal on paving projects?
 - Yes, non-tracking tack required since 2015.
- If so, what is your experience with these types of materials?
 - Good results. Contractors need to be aware of proper handling procedures. As with other materials, the surface has to be cleaned prior to application.





Cold Mix

- Are specialized cold mix products allowed and used in your state?
 - Only for maintenance patching
- If so, what is your experience with these types of products?
 - Don't seem durable but unsure if that is workmanship or material related.



Cold Mix

- Are specialized cold mix products allowed and used in your state?
 - Allowed for maintenance work





Cold Mix

- Are specialized cold mix products allowed and used in your state?
 - See below
- Is so, what is your experience with these types of products?
 - Limited experience but interested in technology
 - One CIR project
 - One CCPR 1000' Test Section



Cold Mix

- Are specialized cold mix products allowed and used in your state?
 - Yes
- Is so, what is your experience with these types of products?
 - Very good experience with specialized cold mix
 - Better gradation and AC with the specialized products





Cold Mix

- Are specialized cold mix products allowed and used in your state?
 - Has not been used for FDOT projects.





Additional Info

- Fiberless/WMA OGFC
 - Trial Section placed July 2019 on non-interstate route
 - Currently evaluating section
 - Possible test section on interstate in 2020





Additional Info

- PG Trackless Tack products
 - Currently 2 approved products
 - Third product currently being evaluated



Additional Info

- Fiberless/WMA OGFC
 - Trial section went well
 - Currently, evaluating durability of test section and will go from there.



Additional Info

- Any additional information?
 - Performing bond strength tests for tack coats. May be part of performance specification.
 - Fibers seem to be helping our surface mixes regarding Hamburg & cracking testing.



SPECIAL THANKS!



Matthew Chandler, P.E.



Peter Wu, P.E.



Robert Semones, P.E.



Wayne Rilko, M.S., P.E.
