Content

• Background
• Construction
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Background
Background

- 50M ESALs on “low volume road” W6 thinlay
- Small, fine, rich blend with polymer binder
- Industry desire to utilize surplus stockpiles
- Cost savings from neat asphalt and 25% RAP
- 2% Portland cement as stiffening filler
- Hydrated lime for protection from stripping
- Anticipated several iterations necessary
- Placed for Mississippi in the summer of 2012.
Construction
Construction

![Graph showing percent passing vs sieve size with lines for Predicted, Trial 1, JMF, and Pave.]
Construction
Performance
Performance

- 4½ mm of APA rutting with plant run mix
- 20M ESALs applied since summer 2012
- Less than a tenth of an inch of Track “rutting”
- No cracking until 15M ESALs (no progression)
- No changes in either rutting or macrotexture
- Safe level of wet ribbed friction, no changes.
Performance
Future
Future

- Continue traffic into the 2018 research cycle
- Divide section into A and B equal subsections
- Apply surface rejuvenator to ½ of section
- Measure short, mid, and long term friction
- Quantify rejuvenator effect over 10M ESALs
- Focus on macrotexture, rutting, cracking
- Opportunity to research products on S3 trial.
Future
THANKS!
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2018 NCAT Test Track Conference