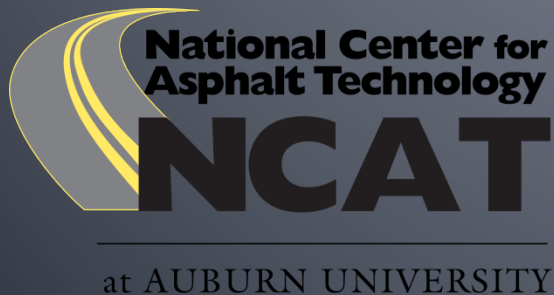


NCAT Partnership History

Tennessee Department of Transportation



2000

- 2 Sections of 125 Gyration Superpave Mix with a TDOT BM-2 binder (25-mm) and D surface(12.5-mm) lifts.
- High gyrations -> low AC → poor fatigue life
- Conclusion: Tennessee is a Marshall State.



2003

- 3 Sections
 - 75-gyraton surface
 - SMA
 - OGFC
- All performed well, leading to trial projects of SMA and OGFC.
- Eventual widespread use of OGFC statewide



2006

- Continued traffic on 2003 Sections
 - 75-gyraton surface
 - SMA
 - OGFC
- New surface section utilizing RAP
 - Successful section: leading to adoption of limited RAP use in Tennessee Surface Mixes.



2009

- Multi-state WMA and High RAP Study
- Successful use of WMA encouraged approval of warm mix technologies for use on DOT projects in Tennessee.



2012

- Pavement Preservation Group Study Sponsor
- OGFC mixture with Shingles
- RAS approved for use in Tennessee limited at 5%, later reduced to 3%.
- Several Preservation methods adopted into growing Preservation Program.



2015

- Pavement Preservation Group Study Sponsor
- “Thick Thin-lift” Placed a typical TDOT TL mix (4.75mm) at a standard surface course thickness.
- Mix has performed well (little cracking or rutting), possible use of TL mixes in a more expanded role in the near future.



2018

- Pavement Preservation Group Study Sponsor
- Continue traffic on the TL section, with half of the section fog sealed.
- Continued observations on the durability of the TL mix as well as what effect on preservation fog sealing will have on traffic lanes.