Research Sponsor Testimonial

2018 NCAT TEST TRACK CONFERENCE
March 27-29, 2018
The Hotel at Auburn University and Dixon Conference Center
Auburn, Alabama

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State Bituminous Materials Engineer
FDOT Participation

- Sponsor during every cycle beginning in 2000
- Sponsored 14 test sections and two group studies
  - Includes new test sections and additional traffic on existing test sections
  - Does not include splitting 200’ test sections into 100’ sub-sections
- FDOT will sponsor four test sections and a group study for the 2018 cycle
**Major Specification Changes**

- **July 2005:** Began allowing fine-graded Superpave mixtures on roadways > 10 million ESALs  
  – Eliminated coarse graded mixtures in 2014
- **January 2017:** Market driven modified binders  
  – PG 76-22 binders may be polymer or rubber modified at the contractor’s option
- **July 2017:** High polymer binder (HiMA binder) replaces PG 82-22 (PMA) as FDOT’s premium binder for severe rutting and alligator cracking  
  – Did not sponsor this research
In 2003 FDOT placed duplicate mixtures from our first HVS test sections at the NCAT test track:
- PG 76-22 (PMA) and PG 67-22 (unmodified)
- Same aggregates and gradation
• The results at NCAT correlated well with the results at the HVS test track
• FDOT began requiring PG 76-22 (PMA) in the top structural layer(s) in 2005 (> 10 million ESALs)
  – Validated for rutting at NCAT in 2003 cycle
  – Validated for cracking at NCAT in 2006 cycle
The “No’s”

• Specification changes FDOT did not make
  – 25% RAP in dense graded friction courses
  – RAS (Shingles)

PG 76-22 PMA
20% RAP + 5% RAS
To Be Determined

- Potentially increasing the amount of RAP allowed in structural courses with PG 76-22 binders
  - Currently limited to 20% RAP
- Balanced Mix Design
  - Which top-down cracking test is best???
High Friction Surface Treatment

• Used when needed as a safety measure
Thank You