



PAPA Regional Technical Meeting

Allentown

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District 5

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2019 Bituminous Testing

Testing:

- #299 Lots- Mixture Acceptance by box sample
- #230 Lots – Density Acceptance by pavement core

Failure:

- #5 AC failures
- #1 Gradation failure
- #5 Density failures

▶ 2019 Longitudinal Joint Density Performance

	Longitudinal Joint Density Summary			
Year	2016	2017	2018	2019
Lots Tested	329	354	394	371
% Density Range	77.9-98.4	85.7-98.5	82.9-98	81.9-99
% Average Density	92.8	92.8	92.8	92.8
Total \$ for Incentive Lots	1,342,870	1,229,450	1,698,808	969,434
Total \$ for Disincentive Lots	(27,474)	(59,060)	(49,120)	(29,461)
Delta (Incentive - Disincentive)	1,315,396	1,170,390	1,649,688	939,973

REF: Section 405 Evaluation of Bituminous Pavement Longitudinal Joint Density and Payment of Incentive/Disincentive

2019 Longitudinal Joint Density Performance

- Longitudinal Joint Type
 - Which joint type is being utilized most?
 - Vertical
 - Tapered is the most utilized.
 - Which joint type is producing better density?
Vertical due to same day paving (Hot Joint).
Are you having any longitudinal joint issues?
 - If so, please explain.
 - Yes, loss of compaction due to roller bridging and tapered joints unraveling premature. High volume/Interstate.

2019 Percent Within Limits (PWL)

	District 5 - PWL SUMMARY			
Year	2016	2017	2018	2019
Number of PWL Projects Let	12	34	37	15
Number HOLA	2	4	5	2
Number LTS	10	30	32	13
Average Pay Factors (%)				
Asphalt Content	102.79	100.51	99.11	97.54
Primary Control Sieve	99.26	98.97	97.31	96.60
#200 Sieve	98.21	97.22	100.24	100.17
Density (Cores)	102.10	103.38	102.76	102.88
Average Density	94.0	94.4	94.8	94.7
Average Overall Lot Pay Factor (%)	1.01	1.01	1.01	1.00
Incentive (\$)	\$88,680.57	\$241,358.58	\$316,870.16	\$453,518.27
Disincentive (\$)	-\$20,140.30	-\$92,249.71	-\$80,256.53	-\$185,169.44

District Innovations & Best Practices

- Have you tried a 6.33 mm Thin Lift project yet?
 - No, as of now there are no projects designed with 6.33mm for 2020.
- Do you utilize SMA on all Interstate Highways?
 - Yes, We feel that the design criteria will give us longer pavement life.
- Are you still having tack coat issues? What tack coat type do you predominantly specify? Why?
 - No, mostly NTT/CNTT due to performance.

District Innovations & Best Practices

- Have your maintenance forces completed a 19.0 mm for Low Volume Roads mix project yet?
 - Yes, 3 different SRs in Berks County totaling 9,322 tons.
 - Will your maintenance forces be piloting 9.5 mm for Low Volume Roads mix project?
 - If so, please provide location and information.
- NO.

District Innovations & Best Practices

- Have you bid and/or completed any crack and seat projects/rubblization/asphalt structural overlay in the past few years?
- Yes, crack and seat.
 - SR 33/209 Monroe County completed in 2011, SR 80 in Carbon County completed in 2019. SR 443 project in Carbon County is in design.
 - SR 33/209 has held up very well. The section of roadway has visibly held up much better than any other section of SR 33 paved around the same time.
 - SR 80 was able to pave 156,00 tons in one paving season and received a \$106,000 IRI bonus.

District Innovations & Best Practices

- Please discuss any Innovations/Best Practices that you have piloted or recommend.
 - SR 924 in Schuylkill County will be using J Band.
 - Approximately 2.4 miles in the center line joint.
 - SR 380/81 J Band projects completed 18 months ago are showing no wear or unraveling to this point and are being evaluated quarterly.

2020 District Changes - Direction

- Please discuss any changes to policy, specifications, special provisions, staff, etc. that are relevant to the asphalt paving industry.
 - Cores for retest must be taken within 3 weeks of approval in PPCC.
 - Mark Sharp will be retiring as DMM as of March 20th 2020.
 - Electronic submissions of Material Certifications through ECMS. District will have 4 pilot projects in 2020. CS-4171 and CS 4171B will be in readable PDF only. Digital signature will need approval through Central Office.

Questions/Comments???



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