

# 2017 PAPA CENTRAL REGIONAL TECHNICAL MEETING



**PA Asphalt Pavement Association**

[www.pa-asphalt.org](http://www.pa-asphalt.org)



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**Gary L. Hoffman, P.E., Technical Services Director**  
**Charles C Goodhart, Executive Director**

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**“SESSION ON PENNDOT DISTRICT &  
INDUSTRY DISCUSSION TOPICS”**

“PA rides on us.....ASPHALT!”

“95% of PA Roads are Asphalt Pavement!”

“Our industry continues to strive to continuously improve the quality of our products and services. We appreciate the opportunity to discuss issues and ideas with our partners from PennDOT!”



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## DISTRICT 2, 3, 8 & 9 TOPICS:

✓ Xxxxxx



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## INDUSTRY TOPICS FOR DISTRICTS:

- PWT – District 8 and delta/failure of PWT: When PennDOT reviewed reduced pay over incentive pay, was reduced pay due to use of 12.5mm rather than 9.5mm for wearing?
- Why does District 8 require a TSR AND a Boil Test on alternate asphalt suppliers? It's strange enough to run a boil test on asphalt that's harvested from the same original source, but requiring TSR's on alternate sources is inefficient. We're spending all winter doing TSR's, with no time left for legitimate design work!
- Is District 8 accepting 12.5mm designs that don't meet the proposed Pbe spec that is still in the Clearance Transmittal stage? There are conflicting reports?
- District 8 is now writing into the QC Plans that they now require *weekly* calibrations of the pycnometer. Has there been a problem with inaccurate Gmm's in District 8?



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## **INDUSTRY TOPICS GENERAL:**

- The asphalt bill of lading lists the loading temperature at 350°. Isn't this elevated temperature deleterious to the binder, and is there a maximum temperature allowed?
- Under Appendix J, production values  $n \geq 5$ , if the gradation does not make PWL due to standard deviation problems, and all the asphalt and volumetrics are in, why must the design be verified with hand mixed plugs when it was either a plant control and/or quarry issue, and not a mix design issue?
- Has anyone ever studied the performance of lower ESAL mixes that were designed with a different aggregate structure to economize on asphalt vs. designs that kept the same aggregate structure with additional asphalt?
- Is there any consideration to eliminating any ESAL level, or reconfiguration of Ndesign targets?



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## **INDUSTRY TOPICS GENERAL:**

- Since 12.5mm and 9.5mm designs can be redesigned at 3.5% air voids by adding asphalt to existing designs to meet the new Pbe spec, is there any consideration to change the Nmax requirement, since this will be more difficult to achieve?
- How did PennDOT devise the Pbe spec using the GSB scale for the 9.5mm and 12.5mm?
- Is PennDOT thinking of eliminating HMA from Pub 408 Section?





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