PAPA Regional Technical Meeting
Allentown

March 19, 2020
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

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

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)

<table>
<thead>
<tr>
<th></th>
<th>District 5 - PWL SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year</strong></td>
<td>2016</td>
</tr>
<tr>
<td><strong>Number of PWL Projects Let</strong></td>
<td>12</td>
</tr>
<tr>
<td><strong>Number HOLA</strong></td>
<td>2</td>
</tr>
<tr>
<td><strong>Number LTS</strong></td>
<td>10</td>
</tr>
<tr>
<td><strong>Average Pay Factors (%)</strong></td>
<td></td>
</tr>
<tr>
<td>Asphalt Content</td>
<td>102.79</td>
</tr>
<tr>
<td>Primary Control Sieve</td>
<td>99.26</td>
</tr>
<tr>
<td>#200 Sieve</td>
<td>98.21</td>
</tr>
<tr>
<td>Density (Cores)</td>
<td>102.10</td>
</tr>
<tr>
<td>Average Density</td>
<td>94.0</td>
</tr>
<tr>
<td>Average Overall Lot Pay Factor (%)</td>
<td>1.01</td>
</tr>
<tr>
<td>Incentive ($)</td>
<td>$88,680.57</td>
</tr>
<tr>
<td>Disincentive ($)</td>
<td>-$20,140.30</td>
</tr>
</tbody>
</table>

Department of Transportation of Pennsylvania
• 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.
• 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 being piloting 9.5 mm for Low Volume Roads mix project?
  – If so, please provide location and information.
    NO.
• 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 then 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.
• 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.
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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