Specification Changes

- Overall goal to “Right Size” Quality Assurance and specifications to current industry experience
- Density target from 95% to 94.5%
- Mix design aim changes throughout the year
- Removed PWL on small quantity items
- Revised QC plan requirements
- Expanded use of maintenance paving program in response to high prices on Superpave mix prices
- Moved to individual aggregate testing instead of blend/design
In-house HMA Training

- Goal: Improve paving fundamentals and specification knowledge
- Identified select paving and plant inspectors in each region
- Gave broad overview of specification, paving fundamentals, mix design, material testing, and report interpretation
- Prior to in-house training, all trainees were required to complete a predetermined list of TC3 courses
- Proved to be a worthwhile effort and intend to do again prior to the next paving season
Balanced Mix Design

MaineDOT is currently focusing our efforts on the use of IDEAL-CT for cracking assessment paired with the HWTT for rutting assessment. Getting benchmark values for all designs.
MaineDOT is interested in the possibility of using IDEAL-RT as a potential surrogate test for HWTT.
We plan to investigate the capability of using the MiST along with IDEAL-CT to access moisture damage susceptibility.
HiMA – High Polymer Binder

MaineDOT will be developing a HiMA/HP Binder specification for potential piloting in 2022.
Some contractors in Maine have been using a PG64E-28 with >2.5% polymer to meet HWTT requirements.

Looking at Z-factor, minimum percent recovery, or some other aspect of MSCR results.