



2021 NEAUPG STATE UPDATE



*Maine*DOT

Integrity – Competence - Service

Specification Changes

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- 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

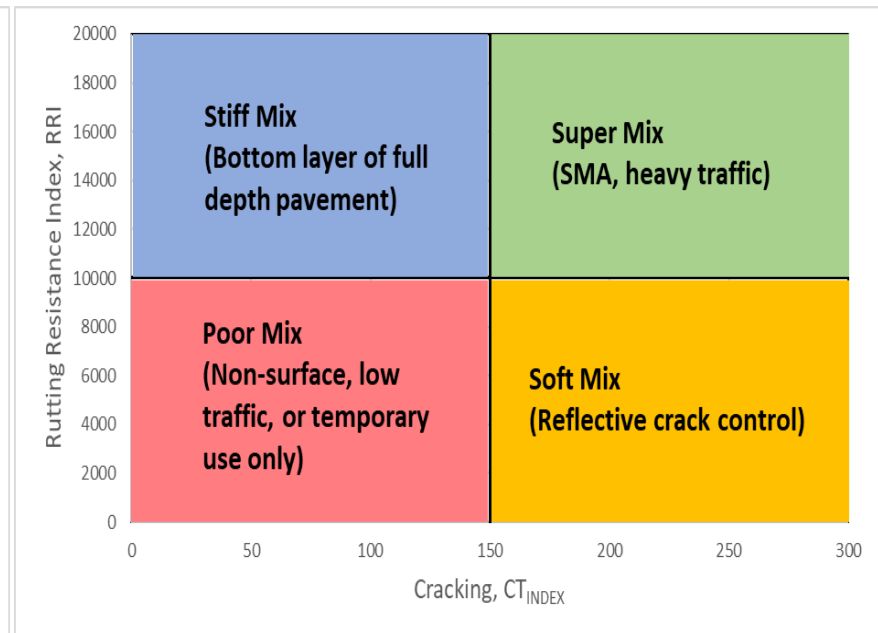
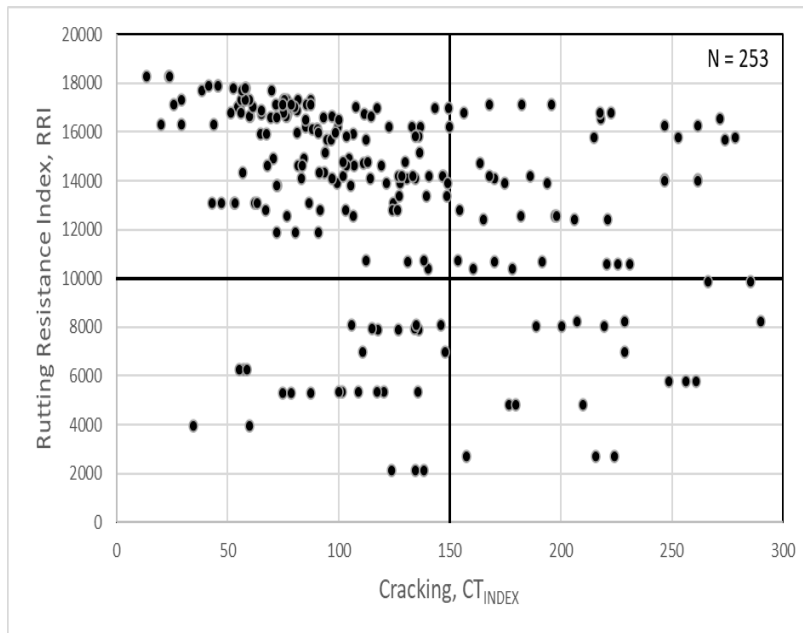
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- Goal: Improve paving fundamentals and specification knowledge
- Identified select paving and plant inspectors in each region
- Gave broad overview of specification, paving fundamentals, mix design, material testing, and report interpretation
- Prior 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

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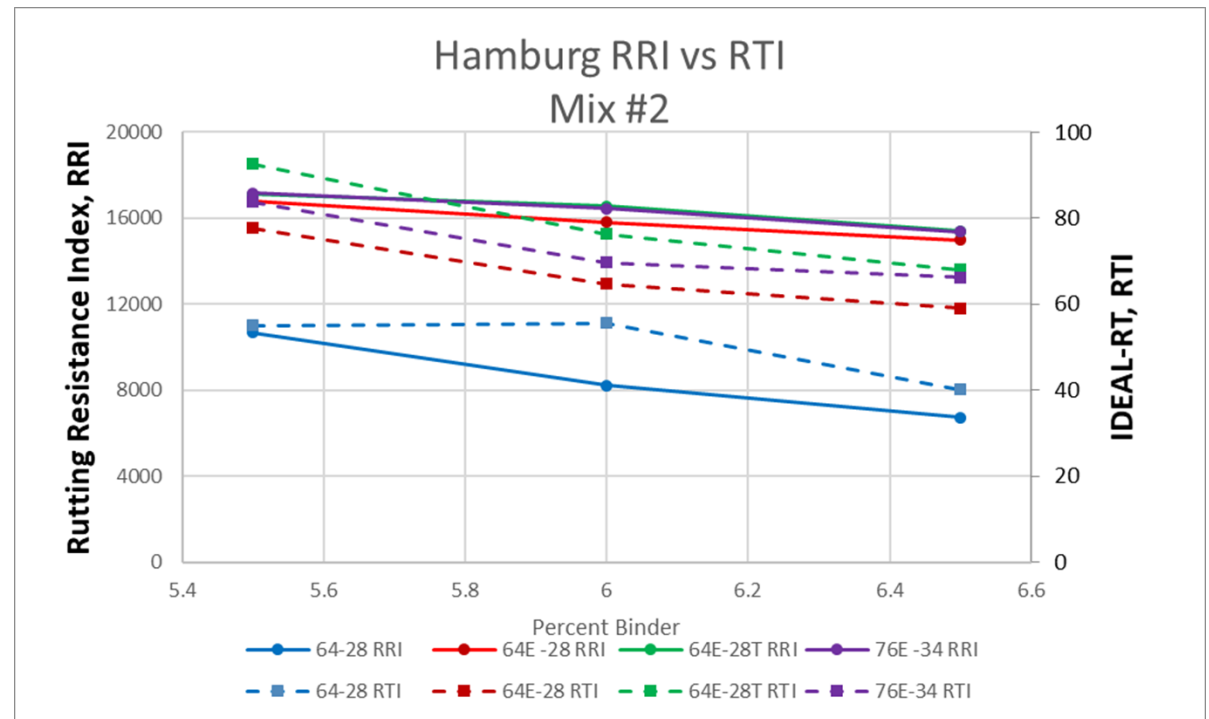
MaineDOT is currently focusing our efforts on the use of IDEAL-CT for cracking assessment paired with the HWTT for rutting assessment. Getting benchmark values for all designs.



Rutting Test Comparison

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MaineDOT is interested in the possibility of using IDEAL-RT as a potential surrogate test for HWTT.



Moisture Susceptibility MiST TP 140

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We plan to investigate the capability of using the MiST along with IDEAL-CT to access moisture damage susceptibility

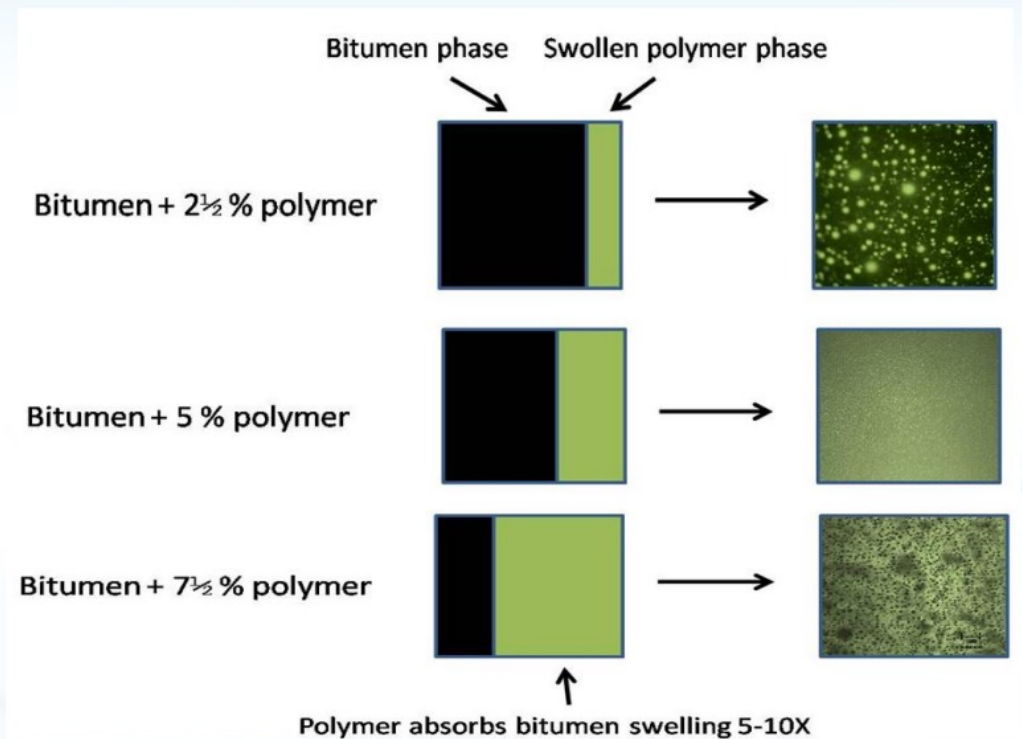


HiMA – High Polymer Binder

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MaineDOT will be developing a HiMA/HP Binder specification for potential piloting in 2022.

Phase Morphology



PGAB R-92 Specification Modification

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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

