

## INFORMATION ONLY

- Space is allowed for your State logo on the TITLE SLIDE.
- A State DOT logo may be placed in the banner area of subsequent slides.
- The information will be gathered by the person listed to do the regional update and presented at the meeting.
- It is preferable to combine the information for the region and go over the state responses together and not by each state individually.
- When complete, rename this file (example: *seaupg-aldot-survey-jones*)



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## Funding

- What is the state of the DOT Funding for 2024/2025?
  - \$859.7 million in projected revenue<sup>1</sup> for 2025
  - \$1,440.4 million in projected additional funding<sup>1</sup> for 2025
- Is the level of asphalt work set to increase / decrease / hold steady in 2024/2025?
  - Decrease slightly compared to 2024. The 2023-2026 ARDOT Statewide Transportation Improvement Program (STIP)<sup>2</sup> lists:
    - \$1,660 million<sup>3</sup> in scheduled projects in 2025 compared to \$1,854 million<sup>3</sup> in scheduled projects<sup>2</sup> in 2024
- Budgetary issues?
  - None

1. Values taken from the 2023-2026 Statewide Transportation Improvement Program: [https://www.ardot.gov/ftp-content/2023-2026-STIP\\_Final\\_General\\_Economic\\_1.pdf](https://www.ardot.gov/ftp-content/2023-2026-STIP_Final_General_Economic_1.pdf)  
 2. The STIP does not distinguish between asphalt and concrete paving projects, nor between roadway and bridge projects  
 3. Value is equal to "Funds Remaining for Construction" plus "Total (Less AC)" row on pages 17-18 of the STIP



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## SEAUPG State Update

Arkansas



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## OUTLOOK – Materials Supply

- Asphalt Binder
  - No issues
- Aggregate
  - No issues
- Lime
  - No issues (do not use)
- Polymers
  - No issues
- Liquid Antistrip
  - No issues
- Mineral Filler for SMA
  - No issues (do not use SMA)



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## Asphalt Tonnage – 2023/2024

Tons HMA/WMA placed by DOT: (last 12 months)

- 2,285,598 tons in 2024 to date (10/09/2024)



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## OUTLOOK - Asphalt Program Updates

- Do you have any upcoming major specification changes?
  - Spec Book Rewrite
  - Reduced Gyration Surface mixes
    - 60 gyrations at  $N_{design}$
    - 3.5% Air Voids
  - Possibility of gradation changes in Base and Binders mixes
- Are you considering alternate materials for SMA mineral filler?
  - N/A. ARDOT does not use SMA
- What is the outlook for implementation of Low Carbon materials?
  - At the discretion of the producers



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## OUTLOOK – Pavement Preservation

- What is considered as Pavement Preservation (slurry/micro, thin lays, seals, etc.)?
  - Mill and Overlays, UltraThin Bonded Wearing Course (UTBWC), Fog Seals, Slurry Seals, Chip Seals
  - Essentially anything that is not structural
- What Pavement Preservation techniques do you utilize?
  - All listed above
- How much FDR, CCPR, or CIR are you doing?
  - None



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## Environmental Product Declarations (EPDs)

- Has there been any recent buzz around EPDs in your state?
  - Not within the Department. Some producers are getting involved
- What about Life Cycle Assessment (LCA)?
  - Currently meeting the requirements of the Transportation Asset Management Plan (TAMP); looking into developing and expanding LCA on the systems and treatments not covered in the TAMP



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## Balanced Mix Design

- Have you or do you plan to implement BMD in your state (Issues addressed)?
  - Still working on pilot projects and verifying performance tests and test requirements
- What approach has been chosen for your state, and what tests have you adopted for BMD?
  - Hybrid Volumetric – Performance process
  - IDEAL-CT
- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria?
  - Several pilot projects completed and planned. No data yet, although early results are promising
- Is your state contractor's association on board with BMD?
  - Yes. They like the ease of compaction and feel it provides a better product



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## 2024/2025 Initiatives

- Do you have any new initiatives or specifications coming out in 2024/2025?
  - Total Spec Book Rewrite
  - In-House research project about pavement friction and aggregate types



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## Smoothness

- Has your state had issues with smoothness specifications?
  - None
- Any issues with reliability of testing equipment?
  - None
- Does your state have a time limit to test final smoothness once job has been completed?
  - Within 5 working days after each days' paving operation



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## Additional Info



- Is there anything else that you would like to share?
  - Personnel Changes, etc.
  - None



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## SEAUPG State Update

### Louisiana

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## Funding

What is the state of the DOT Funding for 2024-25?  
 Additional funding for construction ready projects through IIJA

- Is the level of asphalt work set to increase / decrease / hold steady in 2024-25?
  - Slight increase anticipated

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## Asphalt Tonnage - 2024-25

Tons HMA placed by DOT: (last 12 months)  
 DOTD – 1.3 million tons

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## Asphalt Program Updates

Do you have any upcoming major specification changes?  
 Potential implementation of NDT for pay

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## Supply Chain Issues

- Asphalt Binder – none reported
- Aggregate – none reported
- Lime- – none reported
- Polymers – none reported
- Liquid Antistrip – none reported
- Mineral Filler for SMA – none reported

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## Balanced Mix Design

- Have you or do you plan to implement BMD in your state?
  - Full implementation for DESIGN in 2016. Evaluating incorporation into production. A lot of questions to answer there.
- What approach has been chosen for your state, and what tests have you adopted for BMD?
  - LADOTD is volumetric range with mechanistic testing. Approach B adjacent.
- Any pilot projects underway or planned? If so, has there been any real world validation of this BMD criteria?
  - Pilots completed in 2014-2016. Real world validation used to set criteria. Re-verified in 2023.
- Is your state's contractors association on board with BMD?
  - Yes and no. If we can address the long-term aging concerns and loosen volumetric requirements to allow more innovation then maybe more on board.

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## Smoothness

- Has your state had issues with smoothness specifications?
  - None reported
- Any issues with reliability of testing equipment?
  - None reported
- Does your state have a time limit to test final smoothness once job has been completed?
  - Within 7 calendar days of placement for top two lifts.



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## Additional Info

- Is there anything else that you would like to share?  
Personnel Changes, etc.



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## Environmental Product Declarations (EPD's)

- Has there been any recent buzz around EPD's in your state?
  - Recipients of the climate challenge grants to assist in the development of EPDs for the State. As well as develop a framework for LCA.
- What about Life Cycle Assessment (LCA)?
  - See answer above.
  - Also waiting to hear regarding Low carbon Transportation Materials grant



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## SEAUPG State Update Mississippi



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## 2024-25 Initiatives

- Do you have any new initiatives or specifications coming out in 2024-25?
  - Looking at incorporation of BMD testing during production. Not sure the form it will take
    - Surrogate via IDEAL?
    - Predictive models for Jc?
    - Modified procedure for Jc?
    - Long term aging protocols?
  - Looking into requiring SBS modified binder for all binder and wearing course mixtures
  - Evaluating rolling density meter
  - LCTM grant



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## Asphalt Tonnage - 2024-25

Tons HMA placed by DOT: (last 12 months)

2023	2.237 million tons
2024	1.646 million tons



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## Supply Chain Issues

- No supply chain issues at this time



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## Balanced Mix Design

- Have you or do you plan to implement BMD in your state?
  - Yes. Still in the planning stage
- What approach has been chosen for your state, and what tests have you adopted for BMD?
  - We are still evaluating several BMD tests
- Any pilot projects underway or planned? If so, has there been any real world validation of this BMD criteria?
  - No
- Is your state's contractors association on board with BMD?
  - Most are open to the idea of BMD and a few are eager to get started using it because they are open to innovation



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## Funding

What is the state of the DOT Funding for 2024-25?

Funding for overlays has increased by \$50M over last year due to AARPA funding. Other funding is remaining the same

- Is the level of asphalt work set to increase / decrease / hold steady in 2024-25?
  - Paving projects will increase slightly this year and next year because of the increased AARPA funds



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## Smoothness

- Has your state had issues with smoothness specifications?
  - Recently only minor issues; major hurdles during initial implementation (2013-2015)
- Any issues with reliability of testing equipment?
  - We certify contractor equipment annually and perform spot QA checks on projects to check for comparison to our values
- Does your state have a time limit to test final smoothness once job has been completed?
  - Contractors are required to collect surface smoothness values within 72 hours. PE has discretion to waive this clause



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## Asphalt Program Updates

Do you have any upcoming major specification changes?

We have stopped allowing the use of paraffin wax for performing bulk gravity on high absorption cores and only utilize the CoreLok.



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## Environmental Product Declarations (EPD's)

- Has there been any recent buzz around EPD's in your state?
  - There has been some discussion of EPDs but they are in the early stages. We are participating in FHWA's Climate Challenge which will include work with EPDs
- What about Life Cycle Assessment (LCA)?
  - We will be working with Life Cycle Assessments during participation in FHWA's Climate Challenge



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## 2024-25 Initiatives

- Do you have any new initiatives or specifications coming out in 2024-25?

none



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## Asphalt Tonnage - 2024-25

Tons HMA placed by DOT: (last 12 months)

ODOT/OTA

2023: 2,825,119.83

2024-Current: 2,099,676.29

Total Oklahoma

2023: 5,163,708.72

2024-Current: 2,944,404.36



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## Additional Info

- Is there anything else that you would like to share?

Personnel Changes, etc.

none



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## Supply Chain Issues

- Aggregate
- Aggregates are a big issue. Many quarries have put Producers on allotments or have been shut off on many of the products being used in asphalt mix. In the southern quarries in Oklahoma have over committed to the Texas producers with the aggressive transportation program that is going on down there. Also, material prices are skyrocketing.



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## SEAUPG State Update

Oklahoma



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## Funding

What is the state of the DOT Funding for 2024-25?

Oklahoma funding is flush right now. The problem is that with inflation, IIJA and IRA funds are having to go towards helping with the funding with the increase in prices.

- Is the level of asphalt work set to increase / decrease / hold steady in 2024-25?
- Right now, asphalt work will hold steady with maybe a little increase.



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## Asphalt Program Updates

Do you have any upcoming major specification changes?

BMD implementation will bring many changes to specifications, the goal of ODOT is to switch to performance specifications at some point (BMD approach D)

Working on IRI specifications and implementation



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## Smoothness

- Has your state had issues with smoothness specifications?
- We are currently working on IRI specifications,
- Any issues with reliability of testing equipment?
- No issues reported
- Does your state have a time limit to test final smoothness once job has been completed?
- Within 7 days of completion of paving activities



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## Balanced Mix Design

- Have you or do you plan to implement BMD in your state?
- Yes, currently working on year 7 of implementation
- What approach has been chosen for your state, and what tests have you adopted for BMD?
- Approach B, working towards Approach D



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## Environmental Product Declarations (EPD's)

- Has there been any recent buzz around EPD's in your state?
- What about Life Cycle Assessment (LCA)?
- A couple of companies have and doing their EPD's. Others are starting to investigate and starting to put these together. Oklahoma State University has received a \$10M EPA Grant to establish to lead the creation of a National Center for Sustainable Construction Materials.



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## Balanced Mix Design

- Any pilot projects underway or planned? If so, has there been any real world validation of this BMD criteria?
- We have currently 8 implementation projects designed to validate BMD criteria, also section N10 on the NCAT test track is focused for BMD criteria validation
- Is your state's contractors association on board with BMD?
- Yes, very supportive of BMD



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## 2024-25 Initiatives

- Do you have any new initiatives or specifications coming out in 2024-25?
- Issued a solicitation for a profilograph certification program update and management
- Revising OHDL (state-specific test methods) specifications and potentially switching to AASHTO only
- Working on GTR specifications



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### Additional Info

- Is there anything else that you would like to share?  
Personnel Changes, etc.

No additional info



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### Funding

#### What is the state of the DOT Funding for 2024/2025?

- \$9.8B

#### Is the level of asphalt work set to increase / decrease / hold steady in 2024/2025?

- Increase expected

#### Budgetary issues?

- No



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### SEAUPG State Update Texas



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### OUTLOOK – Materials Supply

- Asphalt Binder: none
- Aggregate: SAC-A aggregate demand exceeds availability
- Lime: none
- Polymers: none
- Liquid Antistrip: none



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### Asphalt Tonnage – 2023/2024

#### Tons HMA/WMA placed by DOT: (last 12 months)

17,033,980 tons



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### OUTLOOK - Asphalt Program Updates

- Do you have any upcoming major specification changes?
  - 2024 Specifications Book
    - Effective as of September 2024 letting
  - Updating & revising all TxDOT Test Methods
  - Phasing out Texas Gyrotory Press (TGC)
    - TGC utilized only for HMCL, LRA, Patching Mix; working on updating these specifications are being
  - HIMA/HPG (SP3096-001)
  - Ongoing revisions to BMD specification (currently SS3074)



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## OUTLOOK - Asphalt Program Updates

- Are you considering alternate materials for SMA mineral filler?  
No
- What is the outlook for implementation of Low Carbon materials?  
Not specifically looking into Low Carbon Materials at the moment



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## Balanced Mix Design

- Have you or do you plan to implement BMD in your state (issues addressed)?
  - Yes, implementation since 2019. Current Special Specification 3074
- What approach has been chosen for your state, and what tests have you adopted for BMD?
  - Volumetric Design with Performance Verification
  - HWTT and Overlay for design; correlation to IDEAL-RT & IDEAL-CT
  - Considering to pilot project to try performance optimization with no high-density limit for production volumetrics



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## OUTLOOK – Pavement Preservation

- What is considered as Pavement Preservation (slurry/micro, thin lays, seals, etc.)?
- For ACP,
- Surface treatments: seal coat, microsurfacing, slurry seal, scrub seal, etc.
  - Thin ACP overlay 2in or less (over flexible or rigid pavements)
  - ACP Mill and inlay 2in or less
  - ACP HIR



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## Balanced Mix Design

- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria?
  - 40+ test sections statewide
  - 2019-2023: 9 field projects with 33 test sections
  - 2024-2025: 4 field projects with 8 test sections constructed; additional tentative projects planned for 2025
    - Currently focused on 3-5 day production variability with test projects. Extensive testing during construction and with field monitoring.
  - 3 sections on NCAT track since 2018
- Is your state contractor's association on board with BMD?
  - Yes, TxDOT has fostered a partnership with industry, districts, and universities dedicated to the improvement and implementation of BMD.



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## OUTLOOK – Pavement Preservation

- What Pavement Preservation techniques do you utilize?
  - Primarily seal coat, thin overlay, mill and inlay
- How much FDR, CCPR, or CIR are you doing?
  - FDR has been widely used since 2014 across the state. In several Districts, their special jobs crews handle FDR in-house.
  - One district in North Texas has shown interest in CIR and has a CIR project



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## Smoothness

- Has your state had issues with smoothness specifications?
  - No
- Any issues with reliability of testing equipment?
  - No, equipment in Texas requires annual certification
- Does your state have a time limit to test final smoothness once job has been completed?
  - Yes, within 7 days



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## Environmental Product Declarations (EPDs)

- **Has there been any recent buzz around EPDs in your state?**
  - Yes, but minimal participation in the HMA industry at this time
- **What about Life Cycle Assessment (LCA)?**
  - Yes, but minimal participation in the HMA industry at this time
  - FPS23: launched earlier this year and provides a powerful solution that promises to improve pavement design models and standards that better reflect the engineering characteristics and performance of pavements in Texas
  - TSD: new effort to collect over 8,000 miles of Traffic Speed Deflection data, which provides insights into the structural condition of pavements. Started working on incorporating structure information into LCA and M&R decision making.



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## TxDOT Contacts:

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## 2024/2025 Initiatives

- **Do you have any new initiatives or specifications coming out in 2024/2025?**
  - Statewide Asphalt Technician Certification Program
    - Established Aug. 2024
  - Statewide Overlay (OT) MPL and Proficiency Program
    - Established Sept. 2024
  - Ongoing effort to transition from LIMS and SiteManager to APCM (AASHTOWare)
  - Increase RAP utilization while still maintaining pavement quality
    - Reduced Recycled Binder Availability (RBA)
    - RAP as SAC-A aggregate source
  - Asphalt Pavement Performance Improvement Program (APPPIP)
    - Developing an asphalt pavement knowledge-sharing program for TxDOT, industry, and consultants to deliver quality asphalt pavements



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## 2024/2025 Initiatives

- **Do you have any new initiatives or specifications coming out in 2024/2025?**
  - Working to update Hamburg test procedure to account for extreme temperatures, slower moving traffic, and overloaded traffic
  - Continue placing HPG/HiMA test sections, specifically using SMA mixtures
    - Evaluating other high binder grades (PG82+) and alternative products against HPG
  - HMA Intersection Working Group
    - Full depth repair and intersection construction using thick lift paving and HPG
  - Test projects with new technology (additives, thermal production equipment, etc.)



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