NCAT Pavement Test Track

Pavement Preservation
Cracking Group (CG) Experiment

![Bar Chart]

- **Flexibility Index**
  - N1 (20% RAP Ctrl): 3.6
  - N2 (High Dens Ctrl): 1.9
  - N5 (Low AC/Dens Ctrl): 2.7
  - N8 (Ctrl + 5%RAS): 0.8
  - S5 (35%RAP w/58-28): 6.3
  - S6 (Ctrl w/ HiMA): 4.5
  - S13 (15%RAP AZ GTR): 10.4

**Legend**: Green bars represent Reheated, and red bars represent Critically Aged.
Preservation Group (PG) Experiment

>12½ million ESALs...
Preservation Group (PG) Experiment

>12½ million ESALS...
Lee Road 159 Low Traffic Preservation

820k ESALs

70k ESALs

Lee Road 159
Pavement Preservation Experiment to Reduce the Cost to Maintain Your Roads
Funding Provided by: Alabama, Mississippi, Missouri, North Carolina, Oklahoma, South Carolina, Tennessee, and FP2 via Auburn University and the Lee County Commission
CCPR Base in Section L20
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Benefits of Preservation (PG)
Benefit of Crack Sealing
US-280 High Traffic Preservation

4.7M Vehicles, 1.4M ESALs
RAP+RAS Thinlays on Cold Recycle $F_E$

No Rutting
No Cracking

CCPR

CIR

Foam  Emulsion
US-280 Conventional vs FiberMat Cape
US-280 Scrub Cape Healing
Bleeding in Triple Chip Seal
Flushing in Double Chip Seal
Cold Climate Sections
Minnesota Preservation Sections (PG)

- 710 ADT with 8% Heavy Commercial
- 16,500 ADT with 3% Heavy Commercial
Scrub Cape on CSAH-8
Control Section on US-169
20% Aged Binder Thinlay on US-169
Low Traffic Scrub Seal

CELL 8-010
Summary

• Balanced mix design for preservation thinlays
• Quality treatments with verification testing
• Preservation benefits function of MAP-21 condition
• All northern sections have reflected thermal cracks
• Similar trends in south, north, low, high traffic
• Snow plow damage on northern chip seals
• Reduced emulsion rates in high traffic multi-chips
• Performance of combination treatments, thinlays.
High Friction Surface Treatments
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