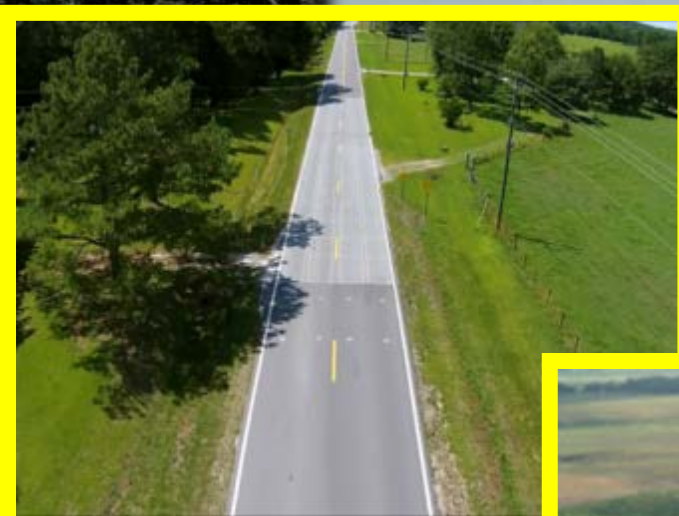


# NCAT Pavement Test Track



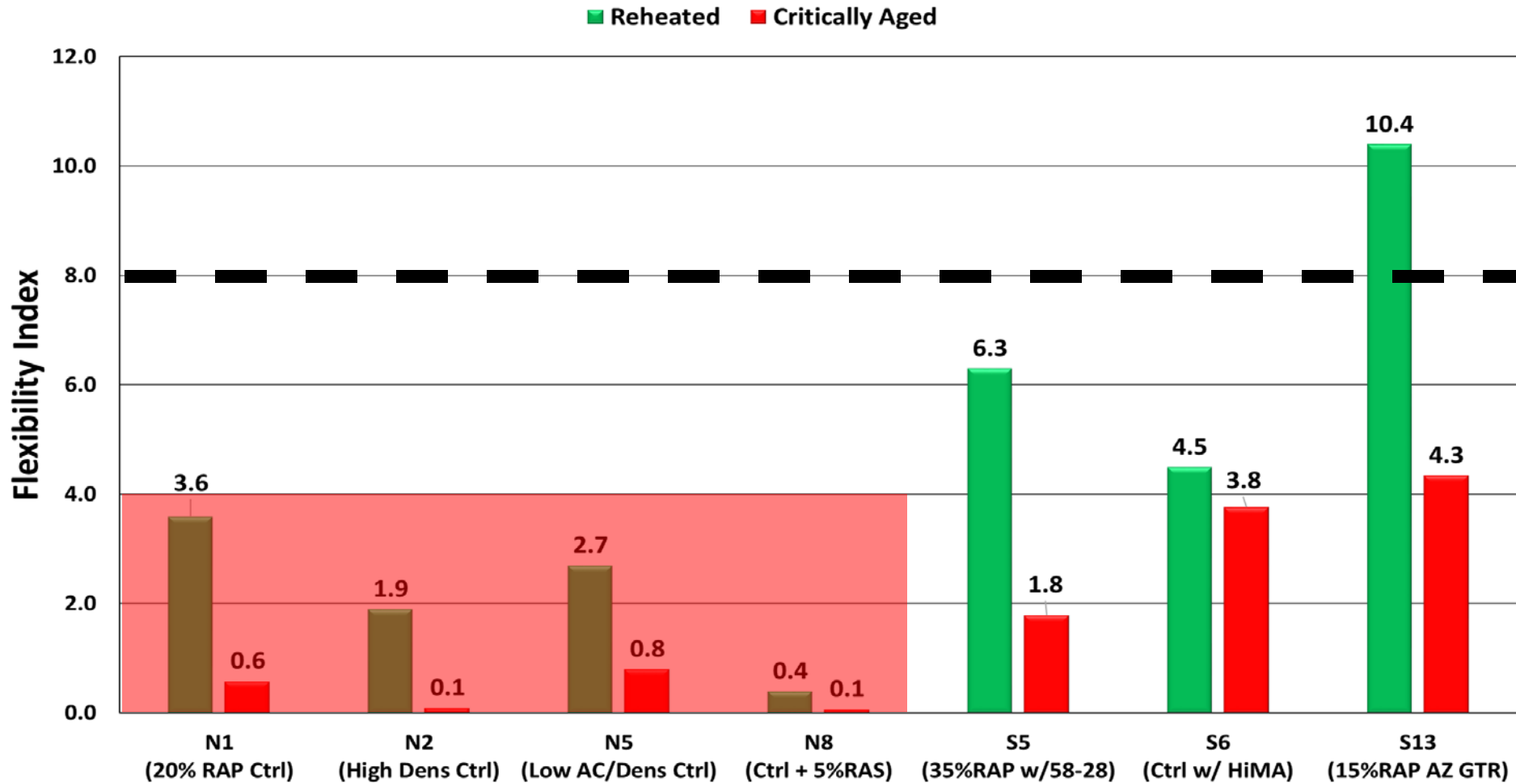
**Pavement Preservation**







# Cracking Group (CG) Experiment





# Preservation Group (PG) Experiment

>12½ million ESALS...



# Preservation Group (PG) Experiment

>12½ million ESALS...



# Lee Road 159 Low Traffic Preservation



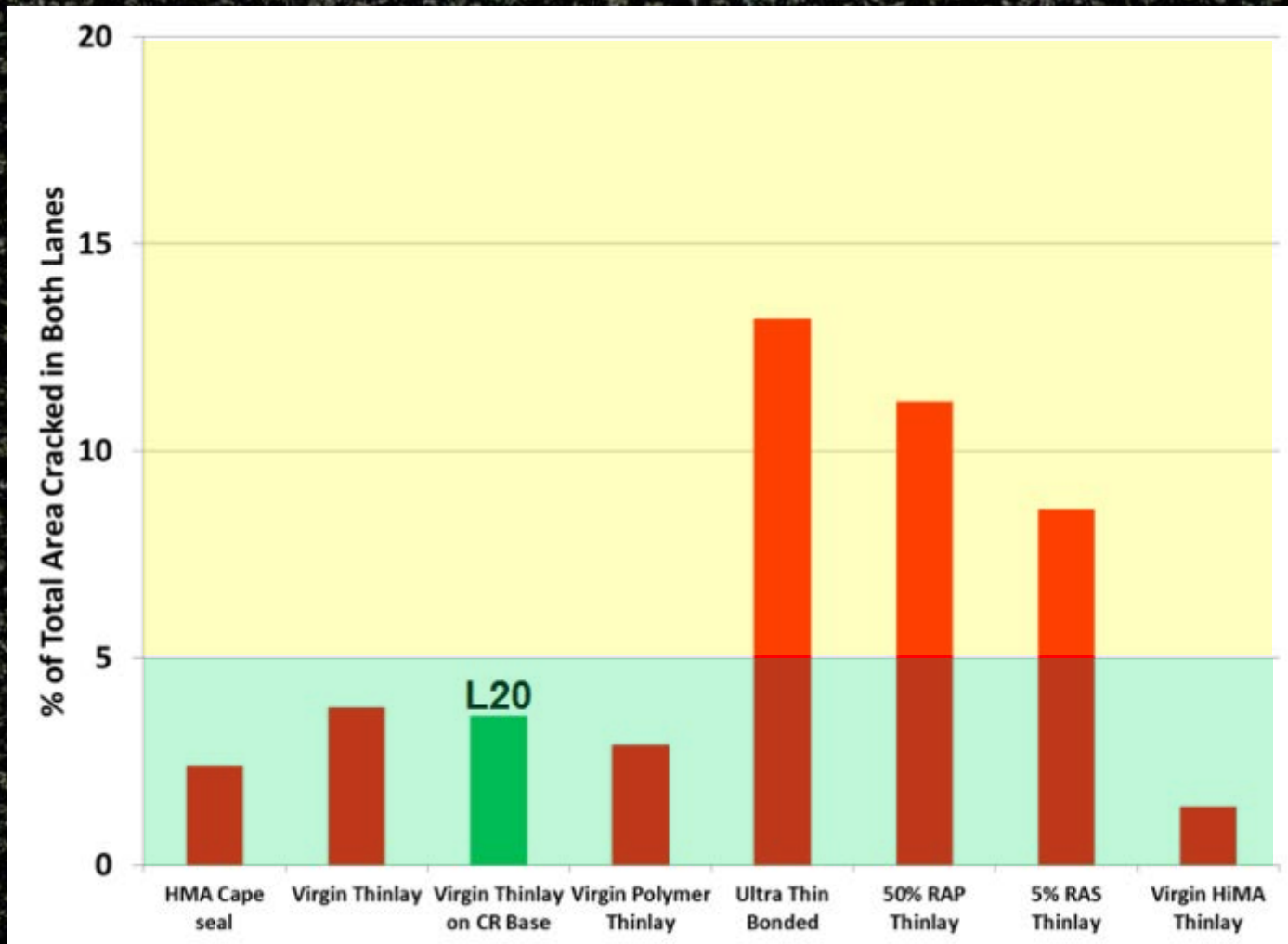


# CCPR Base in Section L20



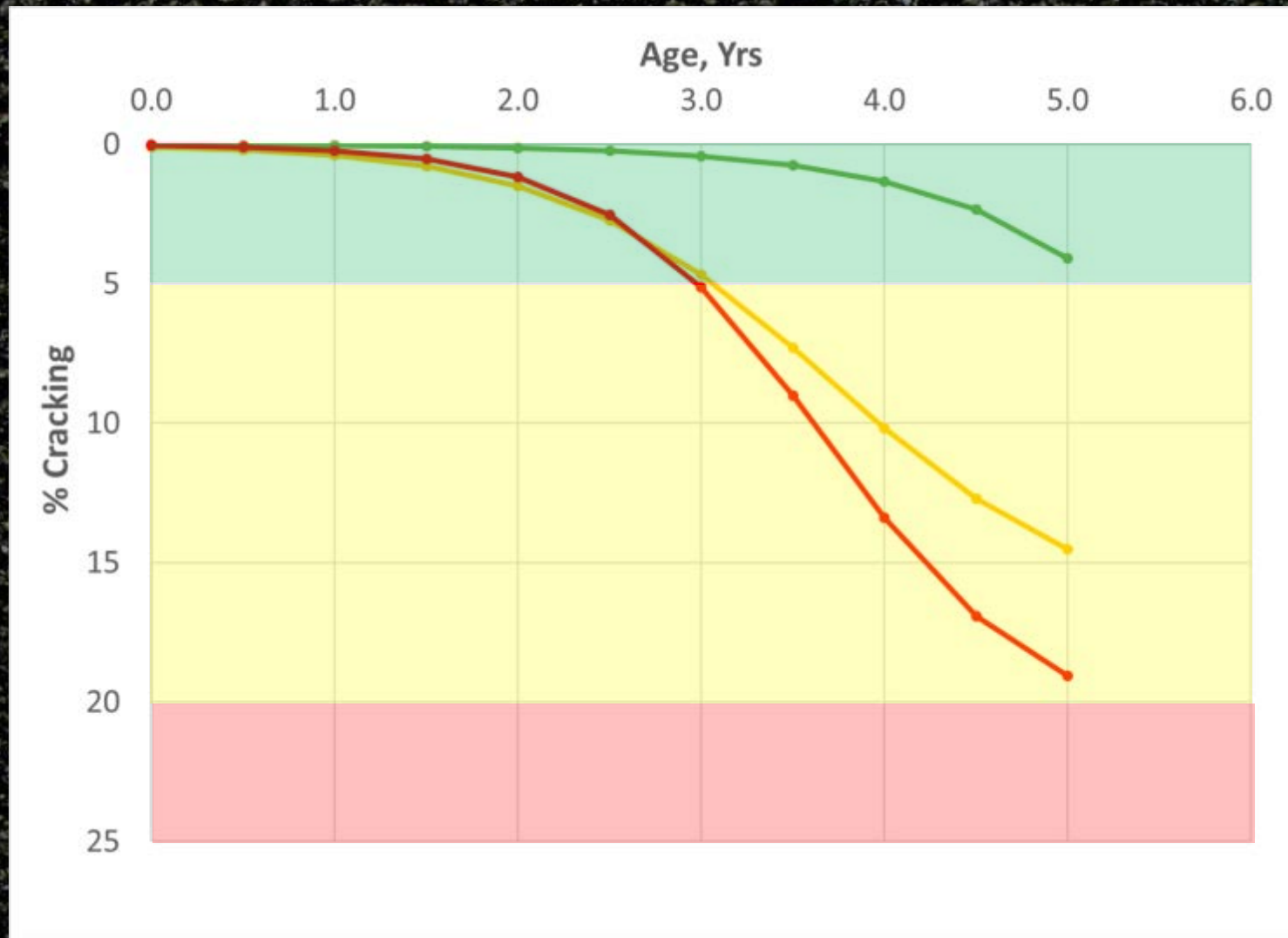


# CCPR Base in Section L20





# Benefits of Preservation (PG)





# Benefit of Crack Sealing





# US-280 High Traffic Preservation





# RAP+RAS Thinlays on Cold Recycle<sub>F,E</sub>



CCPR

CIR

No Rutting  
No Cracking



# US-280 Conventional vs FiberMat Cape





# US-280 Scrub Cape Healing





# Bleeding in Triple Chip Seal<sub>130.5</sub>





# Flushing in Double Chip Seal<sub>130.6</sub>



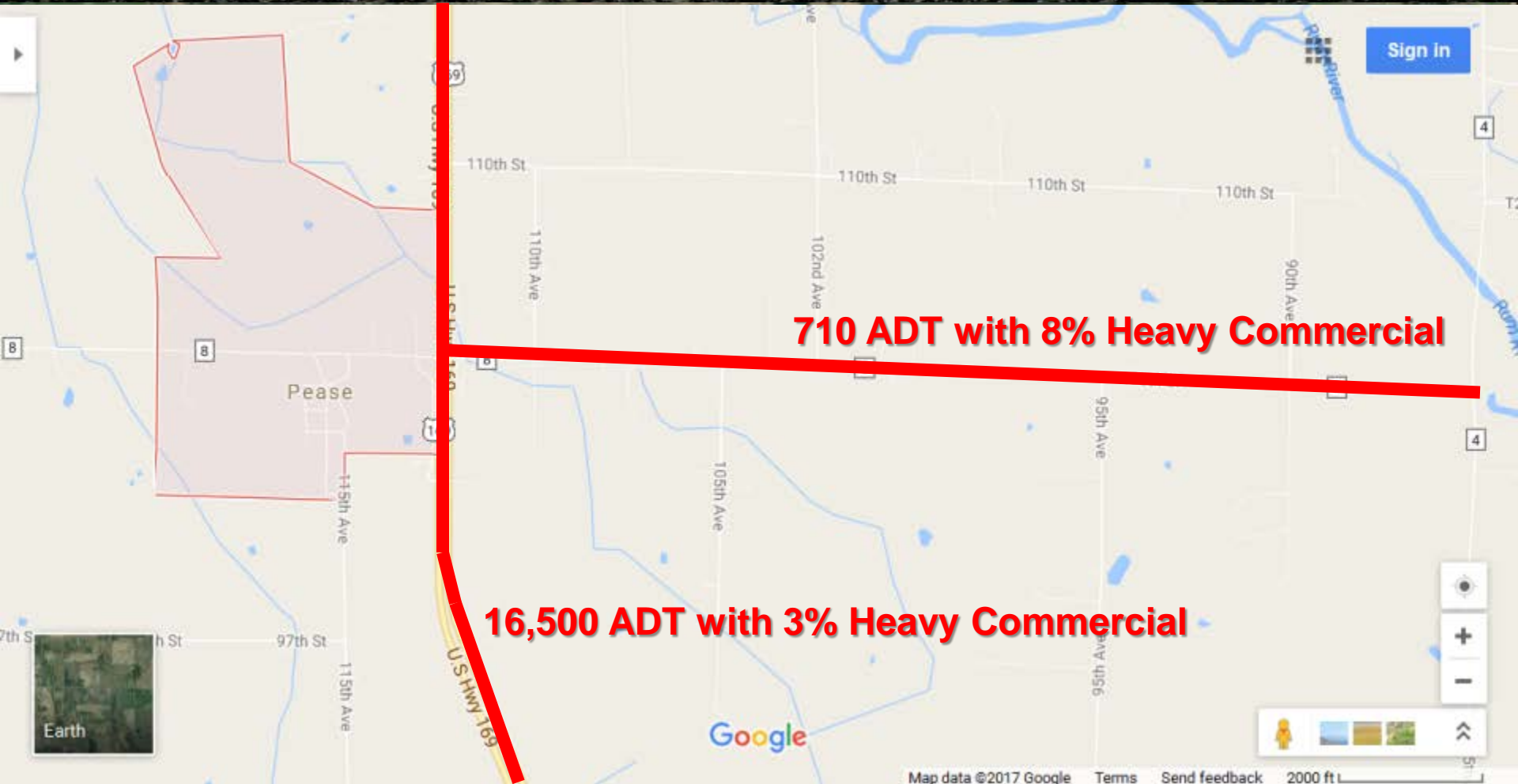


# Cold Climate Sections





# Minnesota Preservation Sections (PG)





# Scrub Cape on CSAH-8





# Control Section on US-169





# 20% Aged Binder Thinlay on US-169





# Low Traffic Scrub Seal

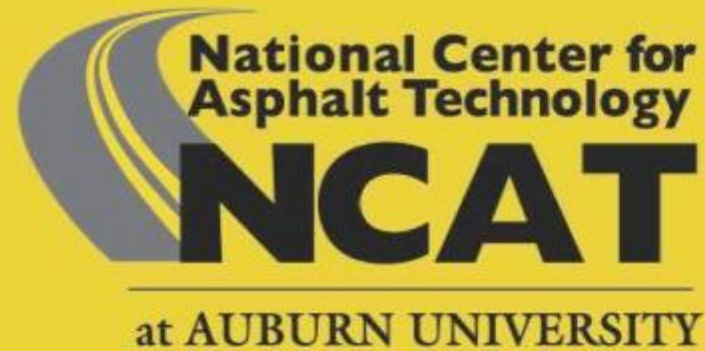




# Summary

- 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.





# 2018 TEST TRACK CONFERENCE

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MARCH 27-29, 2018  
AUBURN, AL





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