
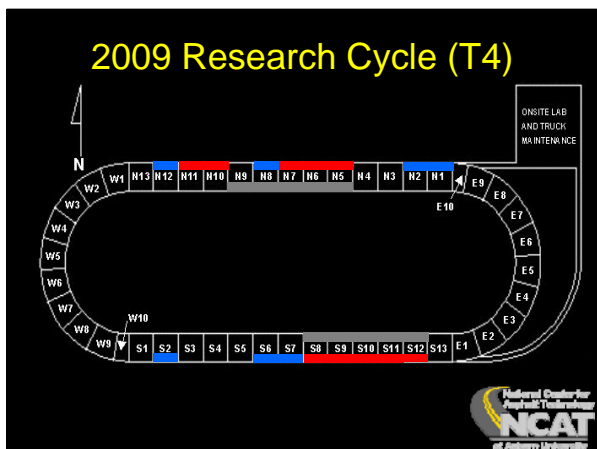
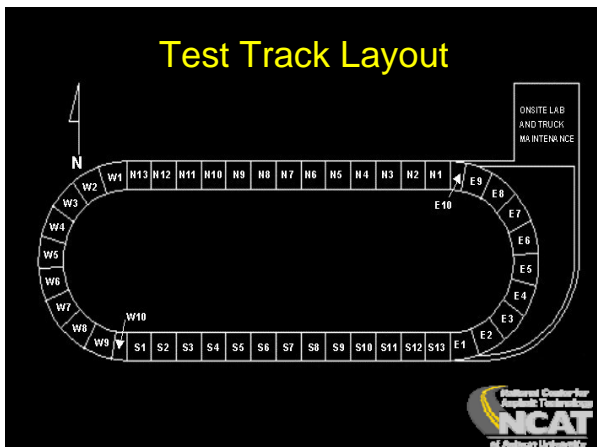





Track Research Objectives

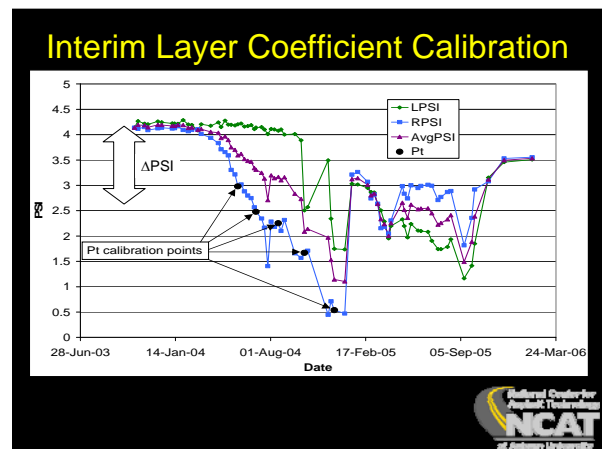
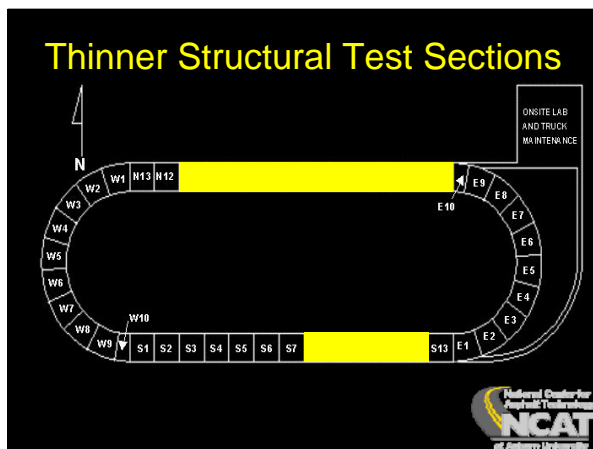
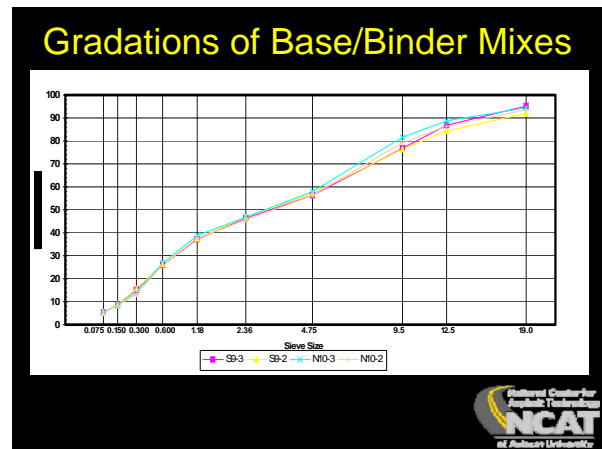
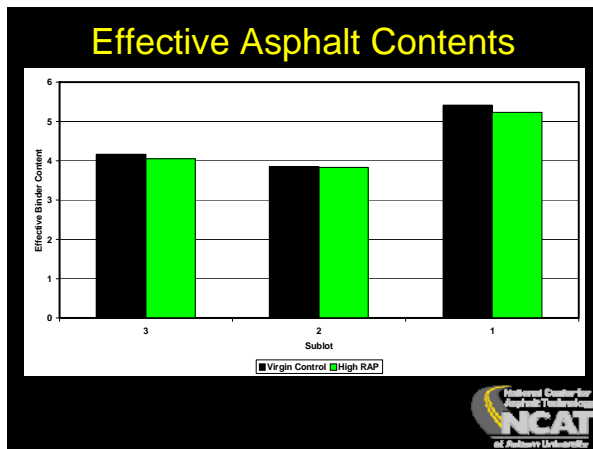
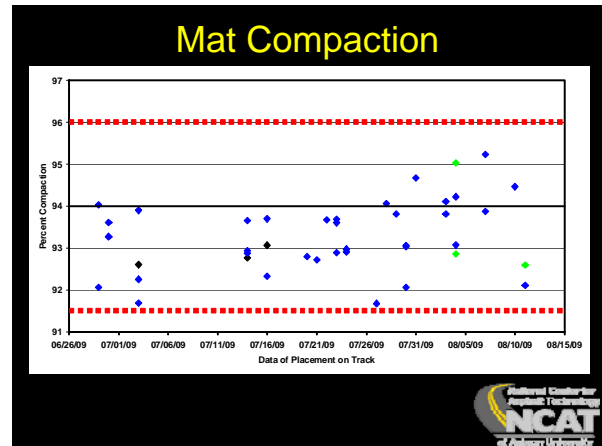
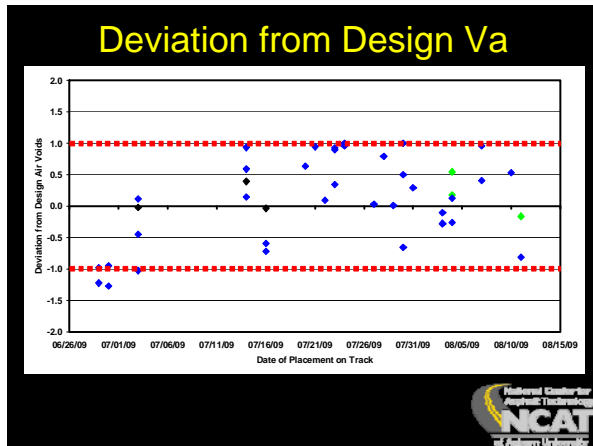
- Optimize thickness design (**structural**)
 - High RAP, PFC, WMA, alternative materials
 - Transitional calibration of layer coefficients
 - Validation of mechanistic methodologies
- Identify ideal surface materials (**mix**)
 - High RAP (100 percent gravel dense vs PFC)
 - 28% flat & elongated SMA vs dual layer PFC
 - SBS versus GTR modified PG76

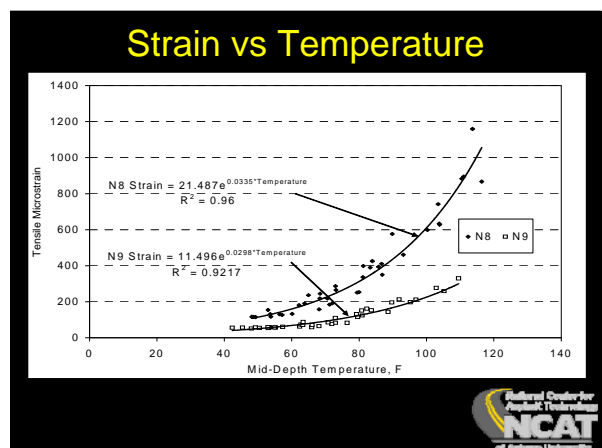
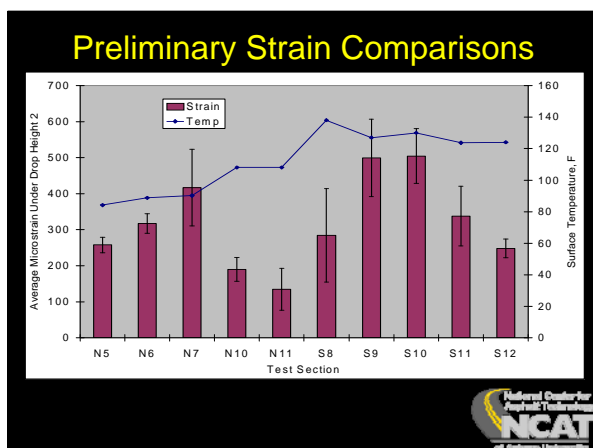
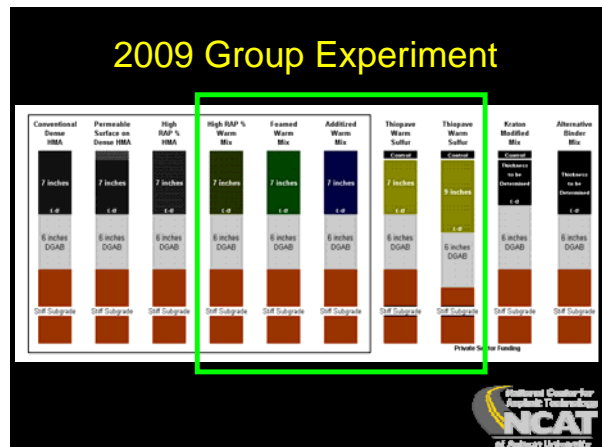
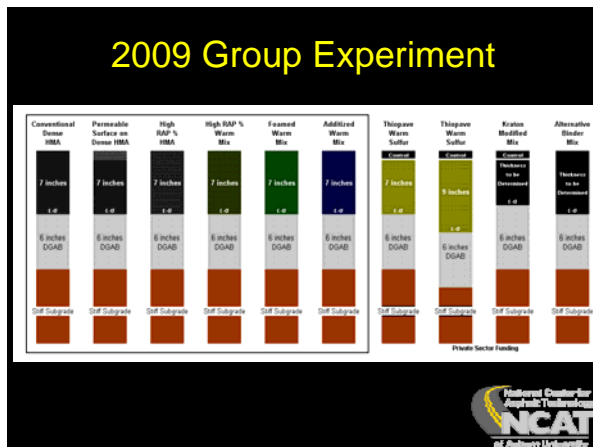
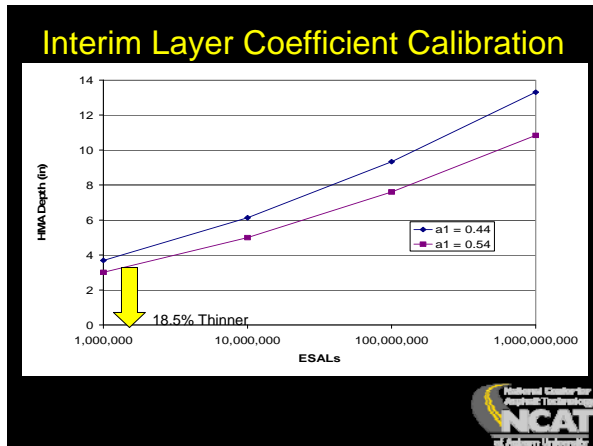



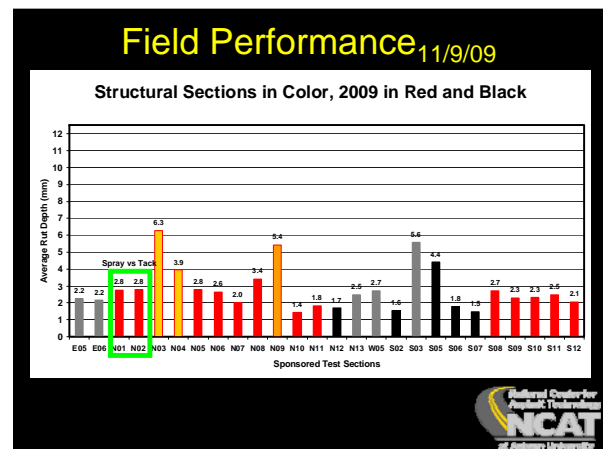
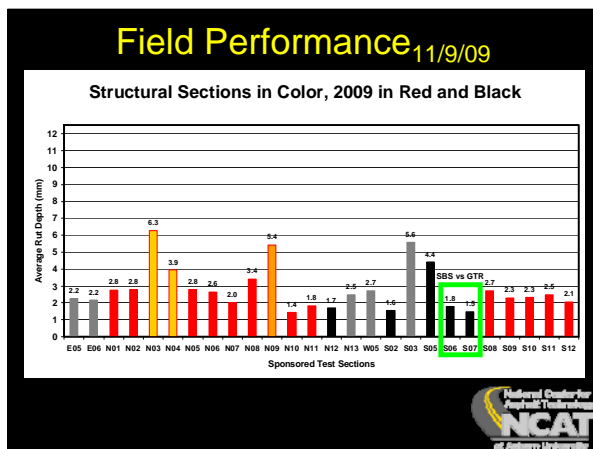
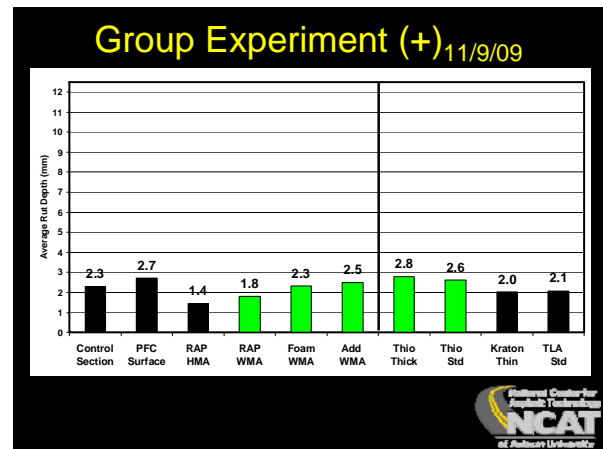
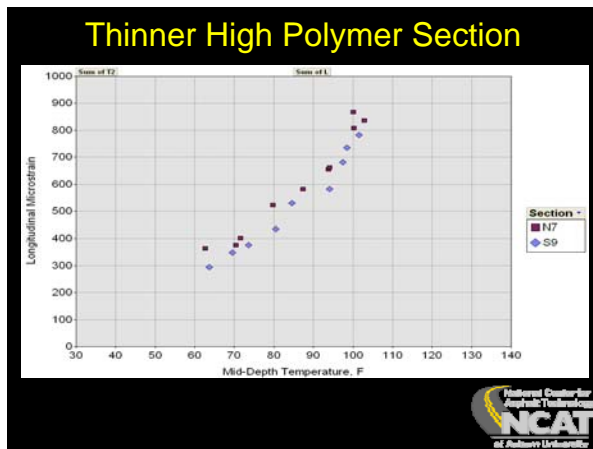
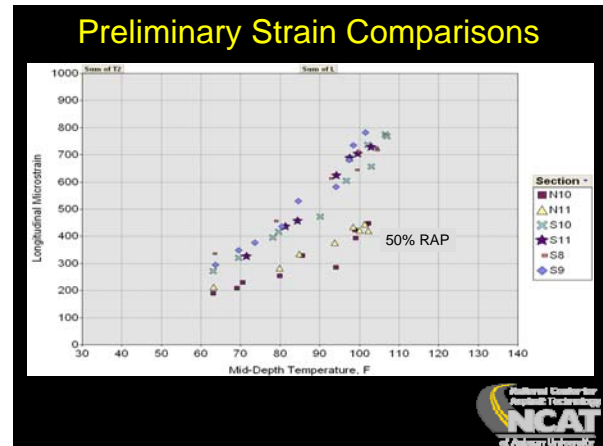
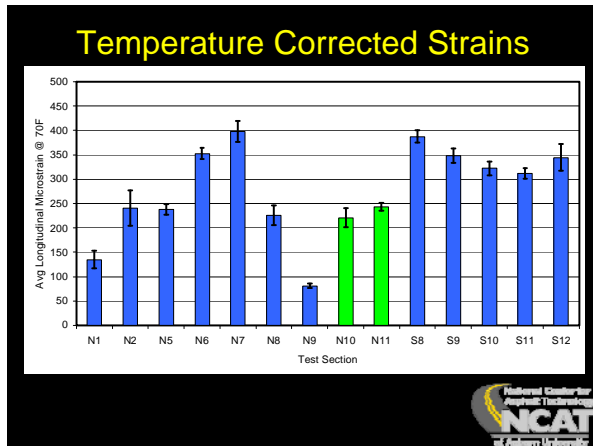
Construction Tolerances

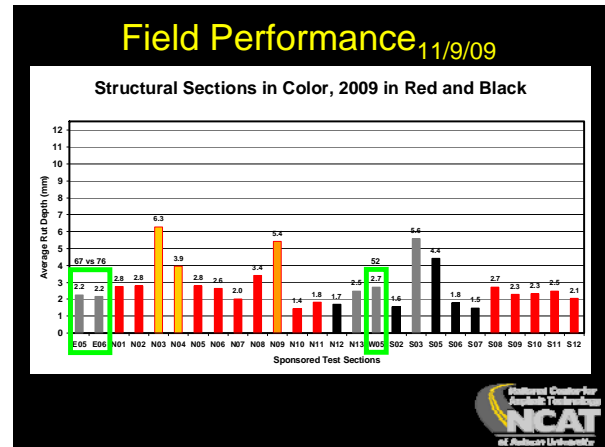
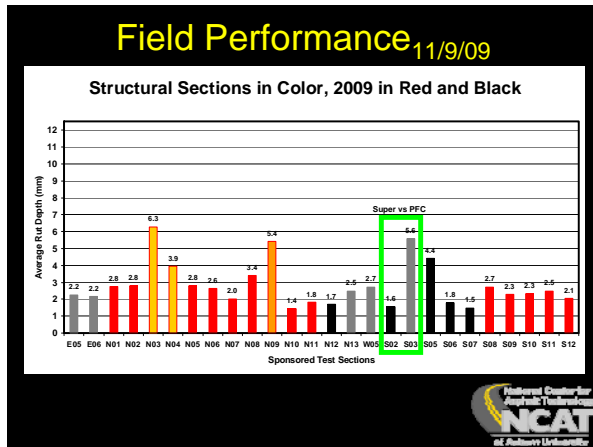
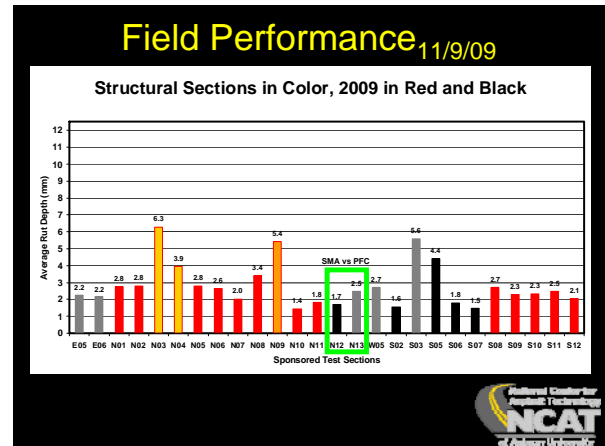
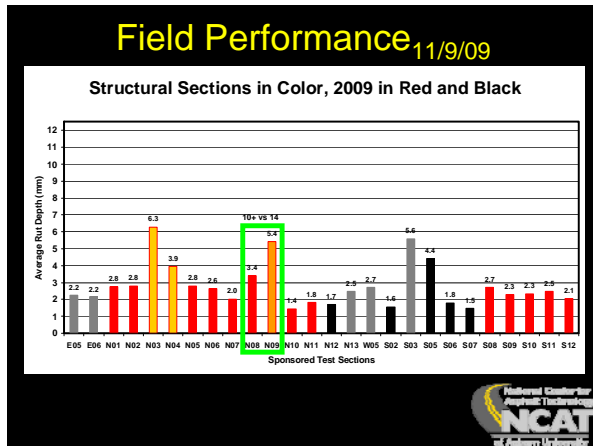
- Plus or minus 1 percent air voids
- Min. VMA from AASHTO M323 (13%)
- Less than 80% VFA (except rich mixes)
- Less than 1.4 dust to binder (P_{200}/V_{be})
- Mat densities between 91.5 and 96%











WMA Certification Program

NATIONAL WARM MIX ASPHALT CERTIFICATION PROPOSAL

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NCAT
of Auburn University

