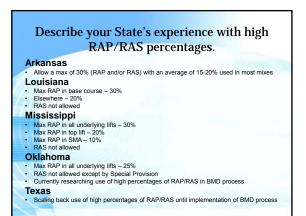
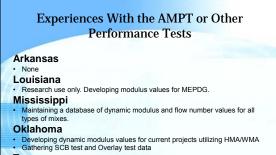






Describe your State's experience with WMA
Arkansas
No problems to report
1.4 million tons placed to date
 Included in contracts as a Special Provision as an alternate option to HMA
Louisiana
Most contractors use foamers for all mixes
Temperature reduction to 280°F-290°F
Mississippi
 No major issues to report aside from high mix temps coming out of the truck Approximately 40% of mixes approved for use on projects in 2017 were WMA
Oklahoma
Contractors discretion in using WMA
 Approximately 25% of total mix used on projects
Predominately use foaming method
Texas
No major issues aside from compatibility issue with certain binders
No major issues aside from compatibility issue with certain binders





Texas

- AMPT used for dynamic modulus testing and forensic investigations
 Overlay Test used for cracking susceptibility
 Hamburg Wheel Tracking Test for rutting susceptibility

Cost Saving Methods

Arkansas

- Implementing a pavement preservation program
- Switched from focusing on capacity to maintaining current roads Louisiana
- Working on a Balanced Mix Design Process which can lead to higher RAP/RAS content

Mississippi

Use thin lifts and chip seals/scrub seals on lower volume roads
 Beginning to fog seal 5-6 year old OGFC pavement

Oklahoma

se preservation methods such as chip seals and HIR

Texas

- Most HMA specs allow for RAP, RAS, and WMA Binder substitution allowed when using recycled materials
- Exploring other preventative maintenance options

