### NHDOT STATE REPORT





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## PRESENTATION OVERVIEW

### Bonded Wearing Course (BWC)

- History
- Specification Changes Over The Years
- Treatment Changes

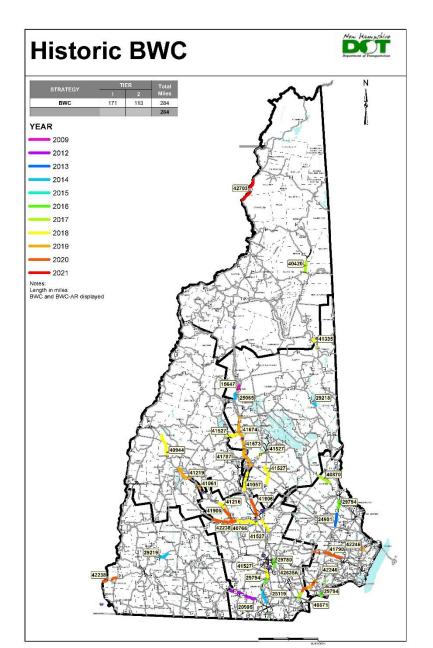






### BWC – History

- **1998**: Test Section #1 (US 202)
- 2004: Test Section #2 (NH 13)
- 2009–2023: 35 Projects
- Tier 1 and Tier 2 roadways
  ~350 miles (8%)
- Medium to High Volume
- One (1) Type B
- Two (2) Asphalt Rubber
- Performance!?





# **BWC – Specification Changes**

- Emulsion Pay Item Added
- MTV Required
- No RAP
- Remove and Replace for Segregated Mix
- Introduced Penalties:
  - Single Non-Compliant:
  - 1. AC Content: outside of  $\pm$ 0.4 to  $\pm$ 0.7% of JMF = 5% Reduction
  - 2. AC Content:  $>\pm 0.7\%$  = Remove and Replace & Shut Down
  - Consecutive Non–Compliant:
  - 1. Shut Down
  - 2. AC = 10% Reduction
  - 3. Gradation = 5% Reduction
    - Engineer's discretion Remove & Replace





# **BWC – Specification Changes**

#### Placement Windows:

- Generally Memorial Day to Labor Day
- Prior to Placement:
  - Paving Plan & Pre-Pave Meeting
  - Crew Experience Requirements
    - a. The foreman and major portion of the crew must have actively participated in at least 3 Bonded Wearing Course projects over the last 3 years.
    - b. The total Bonded Wearing Course placed for the listed projects must sum to at least 15,000 tons.
    - c. Equipment or crew substitutions are allowed as long as their qualifications were previously approved by the Department.

#### • During Placement:

- > 2<sup>nd</sup> roller must be on site
  - Adequate Trucking





## **BWC – Treatment Changes**

### • Previous Method:

- Spot inlays (if needed)
- > Micro Milling
- Line Removal
- Crack Filling
- > BWC (TW)
- Fog Seal Shoulders

### • New Method:

- > Spot inlays (if needed)
- Micro Milling (FW)
- Crack Filling
- > BWC (FW)



## **BWC – Treatment Changes**

#### Advantages:

- Reduced Traffic Control
- Potentially Reduces # of Subs
- Reprofiling
- Flexibility with Paver Pulls
- Improves Ride Quality
- Full Width Treatment







