

SEAUPG State Update

Alabama



2025 Annual Meeting – Charleston, WV



Asphalt Tonnage – 2024/2025

Tons HMA/WMA, etc. placed by DOT: (last 12 months)

-2.1 million tons

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Funding

What is the state of the DOT Funding for 2025-26?

Remain steady

- Is the level of asphalt work set to increase / decrease / hold steady in 2025-26? Slight decrease due to inflation
- Is there a dedicated budget for Pavement Preservation?
No



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Forward Looking Outlook

- Do you have any upcoming major specification changes? New spec book to be released 1/1/2026
- Are you considering alternate materials for SMA mineral filler? No
- Biggest challenges or Supply chain issues facing Agency? No major issues



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Materials Supply Outlook

Supply Chain Issues?

- Asphalt Binder-none
- Aggregate-none
- Lime-none
- Polymers-none
- Liquid Antistrip-none
- Mineral Filler for SMA-seasonal



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Pavement Preservation Outlook

- What does your State consider Pavement Preservation (i.e. micro-surfacing, thin layers, seals, etc)? Micro-surfacing, HMA thin overlays, seals (fog, slurry, scrub, chip), and CCPR
- What Pavement Preservation techniques do you utilize? See above
- How much FDR, CCPR, or CIR are you doing? One pilot project of CCPR, counties use FDR



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Balanced Mix Design-BMD

- Where does your State stand on BMD Implementation?
One validation project, another in the works
- What issues are you wanting to address the most?
Cracking
- What approach has been chosen for your state, and what tests have been assigned or adopted for BMD? Currently Approach C, moving to Approach D; HWTT and IDEAL-CT
- How are you validating your criteria compared to practice?
Completed shadow projects



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Balanced Mix Design-BMD

- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria? 2 validation projects
- Is your state contractor's association on board with BMD?
Not really



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Smoothness

- Has your state had issues with smoothness specifications?
No
- Any issues with reliability of testing equipment? No
- Does your state have a time limit to test final smoothness once job has been completed? 5 days after placement



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Environmental Product Declarations (EPDs)

- Has attitude toward use of EPDs and/or LCAs at your Agency changed in the last year? Not really



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2025/2026 Initiatives

- Do you have any new initiatives or specifications coming out in 2025/2026? New spec book in January 2026



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Additional Info

- Is there anything else that you would like to share?
Personnel Changes, etc. None



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SEAUPG State Update

Georgia



GDOT
Georgia Department of Transportation

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Asphalt Tonnage – 2024/2025

Tons HMA/WMA, etc. placed by DOT: (July 2024 – June 2025)

Approximately 3,618,922 Tons

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Funding

What is the state of the DOT Funding for 2025-26?

- Is the level of asphalt work set to increase / decrease / hold steady in 2025-26? Funding levels remain flat for most years at \$380 million in resurfacing with FY 26 seeing a small increase in funding. However long term, this looks like it will only be an increase for one year and not a long-term adjustment to the program.
- Is there a dedicated budget for Pavement Preservation? There is no dedicated funding for pavement preservation for the typical treatments (scrubs, chip seals, microseal, crack seal, FDR, CCPR, CIR, HIR).



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Forward Looking Outlook

- Do you have any upcoming major specification changes? Section 828 – Superpave Mix Design. Has been revised, in the final stages of approval
Section 400 – Hot Mix Asphaltic Concrete Constr. Has been revised and is being reviewed
- Are you considering alternate materials for SMA mineral filler? We currently use flyash, ground limestone, and marble dust.
- Biggest challenges or Supply chain issues facing Agency? Most of the COVID-era roller-coaster ride on supply availability has leveled out. We still have issues with mineral filler for SMA.



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Materials Supply Outlook

Supply Chain Issues?

- Asphalt Binder- No current issues
- Aggregate- localized issues related to work density in certain areas but nothing systematic
- Lime- Our dependence on lime has decreased with the allowance of LASA on certain roadways, so the supply pressure has lessened. The cost has increased, though.
- Polymers- no current issue
- Liquid Antistrip- no current issue
- Mineral Filler for SMA- Fly ash isn't available in some markets, and what is available is reclaimed and has higher processing costs. Other fillers, specifically marble dust, have been difficult to obtain due to competition with the carpet industry. We've had to change products to another kind of dust. The only real saving grace this year has been a decrease in SMA in the lettings. Where supply is still touch-and-go or otherwise low, we've seen contractors purchase pigs to increase their on-site storage and level out some of the supply inconsistency.



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Pavement Preservation Outlook

- What does your State consider Pavement Preservation (i.e. micro-surfacing, thin layers, seals, etc.)? Asphalt- Crack Sealing/Filling, Chip Seal, Cold In-Place Recycling, Cold Central Plant Recycling, Hot In-Place Recycling, Fog Seal, Micro-surfacing/ Slurry Seal, White Topping, Ultra-Thin Bonding Wearing Course, Full Depth Reclamation. Concrete- Diamond Grinding, Dowel Bar Retro Fit, Slab Replacement, Joint Sealing and Partial Depth Repair
- What Pavement Preservation techniques do you utilize? Asphalt- Crack Sealing, Chip Seal, Fog Seal, Micro-surfacing, White Topping, Full Depth Reclamation, Hopefully CIR soon. Concrete- Diamond Grinding, Dowel Bar Retro Fit, Slab Replacement, Joint Sealing and Partial Depth Repair

How much FDR, CCPR, or CIR are you doing?

FDR- Due to the high cost of these projects and high cost of traffic control these projects are used on a limited basis with 1-3 jobs per year being constructed.

CCPR- None planned.

CIR- Currently have a special provision . A pilot project is planned for year 2026.



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Balanced Mix Design-BMD

- Where does your State stand on BMD Implementation? Still in discussions with the industry.
- What issues are you wanting to address the most? Cracking is the biggest issue.
- What approach has been chosen for your state, and what tests have you adopted for BMD?
 - GDOT will probably go with approach C. Currently, GDOT requires Hamburg Testing (AASHTO T324)
 - Abrasion Loss (AASHTO T401) test and report. Data has been collected and the specification is being revised.
 - IDEAL CT (ASTM D6225) submit specimen and GDOT test. Data is being collected.
- How are you validating your criteria compared to practice? At this point we are only collecting data.
- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria? Not currently. NCAT has done a benchmarking study involving different mixes across the state to help with determining a CT index value.
- Is your state contractor's association on board with BMD? Contractors participated in NCAT study as partners.



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Smoothness

- Has your state had issues with smoothness specifications?

Not at this time

- Any issues with reliability of testing equipment?

Not at this time

- Does your state have a time limit to test final smoothness once job has been completed?

Yes, for open-graded mix types. "All OGFC or PEM are to be evaluated after the roadway has been opened to traffic for a minimum of 5 days and a maximum of 15 days"



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Environmental Product Declarations (EPDs)

- Has attitude toward use of EPDs and/or LCAs at your Agency changed in the last year?

No. Although GDOT has not started work on EPD/LCA on asphalt mix and asphalt pavement, GDOT has jointly conducted research with the Georgia Institute of Technology for Performance Based Specifications that prompts to use Life Cycle Assessment (LCA) to capture relatively lower emission during construction of structural concrete and concrete pavement when Type II cement (or limestone modified cement) is used. GDOT updated our supplemental specification to allow the use of this environmentally friendly cement, to be a good stewardship to the environmental sustainability.



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2025/2026 Initiatives

- Do you have any new initiatives or specifications coming out in 2025/2026? Yes.

Section 849 – Thin Lift Surface Sealing Asphalt Mix. It is in the final stages of approval



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Additional Info

- Is there anything else that you would like to share?

Personnel Changes, etc.

Josh Bragg, new State Bituminous Construction Manager



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SEAUPG State Update

Florida



2025 Annual Meeting – Charleston, WV

Asphalt Tonnage – 2024/2025

Tons HMA/WMA, etc. placed by DOT: (last 12 months)

- 5.6 million tons on FDOT projects
- 18.1 million tons used statewide



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Funding

What is the state of the DOT Funding for 2025-26?

- Overall FDOT budget \$14.8 billion.
- Resurfacing budget is \$1.6 billion.

- Is the level of asphalt work set to increase / decrease / hold steady in 2025-26?
 - Decrease from 6.5 million tons to 5.2 million tons.
- Is there a dedicated budget for Pavement Preservation?
 - No



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Forward Looking Outlook

- Do you have any upcoming major specification changes?
 - Adding a 9.5 mm OGFC mix type for non-limited access locations that used to get a 12.5 mm OGFC.
- Are you considering alternate materials for SMA mineral filler?
 - Not applicable.
- Biggest challenges or Supply chain issues facing Agency?
 - Aggregate supply issues have improved.
 - Asphalt mix prices are very high.



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Materials Supply Outlook

Supply Chain Issues?

- Asphalt Binder – no reports of supply problems.
- Aggregate – Though some contractors may have issues getting a particular aggregate they have been using, most of the aggregate supply issues have subsided.
- Lime - no reports of supply problems.
- Polymers - no reports of supply problems.
- Liquid Antistrip - no reports of supply problems.
- Mineral Filler for SMA - not applicable. FDOT does not specify SMA.



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Pavement Preservation Outlook

- What does your State consider Pavement Preservation (i.e. micro-surfacing, thin layers, seals, etc)?
 - Full Depth Reclamation, micro-surfacing, crack sealing, HIPR, CIPR.
- What Pavement Preservation techniques do you utilize?
 - Full Depth Reclamation.
 - Crack sealing is performed by some regional maintenance offices but is not a statewide initiative.
- How much FDR, CCPR, or CIR are you doing?
 - Approximately one FDR project every three years (total of three projects).



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Balanced Mix Design-BMD

- Where does your State stand on BMD Implementation?
 - We have implemented the Cantabro for OGFC mixtures. We use the APA for rutting at mix design. We have not implemented a test for cracking.
- What issues are you wanting to address the most?
 - The cracking test (Ideal CT) seems suspect. Also, an aging protocol that is widely accepted seems elusive.
- What approach has been chosen for your state, and what tests have been assigned or adopted for BMD?
 - See above.
- How are you validating your criteria compared to practice?
 - The Cantabro limits are based on contracted research.
 - The APA limits are based on internal research, external research, and experience.
- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria?
 - The University of Florida completed a BMD project in December 2024.
- Is your state contractor's association on board with BMD?
 - The state association is in a wait and see approach.



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Smoothness

- Has your state had issues with smoothness specifications?
 - Not recently.
- Any issues with reliability of testing equipment?
 - No issues with reliability, we have our own fleet, if one van is down, we can send another one.
- Does your state have a time limit to test final smoothness once job has been completed?
 - 14 days to perform testing and 7 more days to issue report.



2025 Annual Meeting – Charleston, WV

Environmental Product Declarations (EPDs)

- Has attitude toward use of EPDs and/or LCAs at your Agency changed in the last year?
 - No changes since last year. Some contractors are preparing EPDs, but they are not required by FDOT.



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2025/2026 Initiatives

- Do you have any new initiatives or specifications coming out in 2025/2026?
 - Adding a 9.5 mm OGFC mix type for non-limited access locations that used to get a 12.5 mm OGFC.
 - Allowing more RAP in lower structural layers containing PG 76-22. Current amount = 20%. The increased amount allowed above 20% RAP is dependent on the RAP characteristics. Maximum will be 45%.
 - Visual acceptance for projects with less than 4,000 tons of asphalt (previously was 2,000 tons).



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Additional Info

- Is there anything else that you would like to share? Personnel Changes, etc.
 - Jose Hernando is the new FDOT Director of Materials.



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SEAUPG State Update

Tennessee



2025 Annual Meeting – Charleston, WV



Asphalt Tonnage – 2024/2025

Tons HMA/WMA, etc. placed by DOT: (last 12 months)

HMA - 2.55 Million Tons (July 2024 – June 2025)



2025 Annual Meeting – Charleston, WV

Funding

What is the state of the DOT Funding for 2025-26?

- Is the level of asphalt work set to increase / decrease / hold steady in 2025-26?
The pavement work is set to increase with \$125 million transferred from the state General Fund dedicated to pavement projects. Also, an additional \$50 million was transferred from the General Fund for projects that require a new intermediate/binder layer.
- Is there a dedicated budget for Pavement Preservation?
No dedicated budget for preservation, but there are internal goals.



2025 Annual Meeting – Charleston, WV

Forward Looking Outlook

- Do you have any upcoming major specification changes?
 - Allowance of the rotational paddle viscometer for emulsions. Using AASHTO specification limits.
 - Lowered the maximum coarse aggregate blend absorption from 5% to 3%.
 - For state routes with less than 15,000 ADT, mixtures using at least 25% "high-silica gravels (90%+ SiO₂)" will relax the total amount of non-polishing aggregate from 75% to 50%.
- Are you considering alternate materials for SMA mineral filler?
 - TDOT doesn't use SMA
- Biggest challenges or Supply chain issues facing Agency?
 - Non-polishing aggregates for surface mixtures.



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Materials Supply Outlook

Supply Chain Issues?

- Asphalt Binder None
- Aggregate Potential strain on non-polishing aggregate supply
- Lime None
- Polymers None
- Liquid Antistrip None
- Mineral Filler for SMA N/A



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Pavement Preservation Outlook

- What does your State consider Pavement Preservation (i.e. micro-surfacing, thin layers, seals, etc)?
 - Microsurface, seals, and thinlays less than 1"
- What Pavement Preservation techniques do you utilize?
 - Microsurfacing
 - Chip/Scrub/Cape Seals
 - Crack Sealing
 - Thinlays
- How much FDR, CCPR, or CIR are you doing?
 - FDR – 10 projects since 2018
 - CIR – 11 projects since 2021 (12th let)



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Balanced Mix Design-BMD

- Where does your State stand on BMD Implementation?
 - Currently benchmarking and recently constructed BMD validation test sections. Also, developing a BMD mix design framework for mix design approval of a mixture with highly absorptive aggregate.
- What issues are you wanting to address the most?
 - Top-down cracking
- What approach has been chosen for your state, and what tests have been assigned or adopted for BMD?
 - Still in "Pre-Implementation" stage, but Approach C will likely be our starting point.
 - Current tests are B3/AL-C1 for cracking and HWT-I for rutting for design. For QAC/C, we are evaluating IDEAL-C1 with 4" diameter.
- How are you validating your criteria compared to practice?
 - Test Sections built this year as well as test sections placed on NCAT track.
- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria?
 - No pilot projects yet
- Is your state contractor's association on board with BMD?
 - A portion of the contractors are eager to try, especially if more RAP could be used. There has also been more recent interest with the specification changes with absorptive aggregates.



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Smoothness

- Has your state had issues with smoothness specifications?
 - No issues
- Any issues with reliability of testing equipment?
 - No issues
- Does your state have a time limit to test final smoothness once job has been completed?
 - No specified time limit



2025 Annual Meeting – Charleston, WV

Environmental Product Declarations (EPDs)

- Has attitude toward use of EPDs and/or LCAs at your Agency changed in the last year?
 - There hasn't been much traction for EPDs and LCAs to date and that hasn't changed in the last year



2025 Annual Meeting – Charleston, WV

2025/2026 Initiatives

- Do you have any new initiatives or specifications coming out in 2025/2026?
 - In-house research with a dielectric profiling system on-going.
 - Moving away from a report-only 20-hour Delta T_c for binder specification testing and evaluating GRP and R value as a report-only.



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Additional Info

- Is there anything else that you would like to share?

Personnel Changes, etc.

None



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SEAUPG State Update

KENTUCKY



2025 Annual Meeting – Charleston, WV

Asphalt Tonnage – 2024/2025

About 3.4 M tons



2025 Annual Meeting – Charleston, WV

Funding

What is the state of the DOT Funding for 2025/2026?
Usually working with a billion dollar construction budget.

- Is the level of asphalt work set to increase / decrease / hold steady in 2025/2026? Has actually decreased this year.
 - Is there a dedicated budget for Pavement Preservation?
Yes. \$20M from FD05 money



2025 Annual Meeting – Charleston, WV

Materials Supply Outlook

- Asphalt Binder – No problem with asphalt binder supplies (PG64-22 and PG76-22)
- Aggregate – No problem with aggregate supply.
- Lime – does not appear to be a problem with lime supply.
- Polymers – does not appear to be a problem with supplying polymer.
- Liquid Antistrip – abundance of variations to use.
- Mineral Filler for SMA – usually use lime mineral filler or cellulose fiber.



2025 Annual Meeting – Charleston, WV

Forward Looking Outlook

- Do you have any upcoming major specification changes? Yes. New spec book to be released January, 2026
- Are you considering alternate materials for SMA mineral filler? no
- What is the outlook for implementation of Low Carbon materials? Using more Recycle in our hot mix asphalt.



2025 Annual Meeting – Charleston, WV

Pavement Preservation Outlook

- What is considered as Pavement Preservation (slurry/micro, thin lays, seals, etc.)? Microsurface, thin overlays, cape seals, chip seals, crack sealing and filling
- What Pavement Preservation techniques do you utilize? Microsurface, HMA thin overlays, Cape Seals, Chip Seals and Crack Sealing and Filling
- How much FDR, CCPR, or CIR are you doing? None



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Balanced Mix Design

- Have you or do you plan to implement BMD in your state (Issues addressed)? Yes.
- What approach has been chosen for your state, and what tests have you adopted for BMD? We have implemented a specification for rutting and cracking. We use the Hamburg Junior as our rutting testing device and employ Ideal CT as our crack test indicator and have assigned acceptable values for rutting and cracking
- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria? Yes. Had not had enough time to implement real world validation yet.



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Smoothness

- Has your state had issues with smoothness specifications? No issues with our smoothness specification.
- Any issues with reliability of testing equipment? No issues with reliability of equipment.
- Does your state have a time limit to test final smoothness once job has been completed? After all mainline paving is complete. No time limit, but generally the contractor wants the smoothness information soon after project completion.



2025 Annual Meeting – Charleston, WV

Environmental Product Declarations (EPDs)

- Has there been any recent buzz around EPDs in your state? Yes, regarding increased RAP and Warm Mix Asphalt
- What about Life Cycle Assessment (LCA)? No



2024 Annual Meeting – Mobile, Alabama

2025/2026 Initiatives

- Do you have any new initiatives or specifications coming out in 2024/2025? **In the process of updating specifications for 2025. New spec book out in January 2026.**



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Additional Info

- Is there anything else that you would like to share?

Personnel Changes, etc. **We have purchased 3 three wheel polishers, three DFT devices and a slab compactor for laboratory testing of friction characteristics in our hot mix asphalt designs. The DFT results will be compared to the lock wheel truck for actual field conditions of friction of plant run HMA. We have implemented a RAP Stockpile Management Document.**



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