

SEAUPG State Update Eastern Region



Virginia
West Virginia
North Carolina
South Carolina



2025 Annual Meeting – Charleston, WV

Asphalt Tonnage – 2024/2025

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

- Virginia: 2.8 Million Tons
- West Virginia: 2.1 Million Tons (as of 11/01/25)
- North Carolina: 7.13 Million Tons
- South Carolina: 3.9 Million 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?
 - Hold Steady: South Carolina, West Virginia, Virginia
 - North Carolina has roughly \$5B worth of work related to Hurricane Helene.
- Is there a dedicated budget for Pavement Preservation?
 - No: South Carolina, West Virginia, Virginia, North Carolina



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Forward Looking Outlook

- Do you have any upcoming major specification changes?
 - South Carolina: new specification book published
 - West Virginia: Rewrite of mix design and RAP usage specifications
 - Virginia: BMD: 3 to 3.5% design air voids, VFA limits waived, report only, Production IDT-CT: non-reheat ≥ 130 , IDT-CT: reheat ≥ 100 ; Max lift thickness: 6x NMAS for IM/BM, 5x NMAS for surface mix
- Are you considering alternate materials for SMA mineral filler?
 - WV and NC do not use SMA
 - VA has limited SMA
 - SC would consider alternate materials



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Forward Looking Outlook

- Biggest challenges or Supply chain issues facing Agency?
 - SC: Staffing
 - NC: meet BABA requirements for domestic sourcing of various materials and manufactured products.



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Materials Supply Outlook

Supply Chain Issues?

- Aggregate - aggregate supply of certain blends (SC)
- Mineral Filler for SMA – seeing more issues with contractors being able to obtain fly ash and marble dust. (SC)



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Pavement Preservation Outlook

- What Pavement Preservation techniques do you utilize?
 - VA: Chip seal, slurry seal, microsurfacing, THMACO, cape seal, crack seal, patching
 - SC: crack sealing; crack filling; PMTLSC; single, double, and triple chip seals; looking at scrub seals
 - NC: Chip Seal, Microsurfacing, Crack Seal, Cape Seal, Fog Seal, Thin Lays.
 - WV: Mostly thinlays and microsurfacing with the occasional chip seal or SAMI seal
- How much FDR, CCPR, or CIR are you doing?
 - VA: FDR - 36, CCPR - 5, CIR - 6 (Projects include multiple routes within the contract)
 - SC: 5.5M square yards
 - NC: 4-5 FDR project a year (10-12 miles)
 - WV: Isolated FDR and/or CIR projects



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Balanced Mix Design-BMD

- Where does your State stand on BMD Implementation?
 - VA: Fully implemented for SM 9.5 and SM 12.5 A/D
 - WV: in research phase
 - SC: Benchmarking IDEAL CT on certain mix designs
 - NC: No immediate plans to implement at this time but the overall sentiment was interested in continuing to monitor other states implementation and continue discussing it at our joint Industry/Department meetings.



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Balanced Mix Design-BMD

- What issues are you wanting to address the most?
 - Cracking (VA, WV, SC); dry mixtures (WV)
- What approach has been chosen for your state, and what tests have been assigned or adopted for BMD?
 - VA: Between Approach B and C; APA, Cantabro, IDT-CT and IDT-HT
 - WV: Approach A: IDEAL CT, HWTT
 - SC: utilize COAC and allow for differences in volumetrics (AV and VFA) outside of Opt. AC range when COAC is used. We also implement APA testing for rutting and have been gathering data for Ideal-CT on certain mix types.



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Balanced Mix Design-BMD

- How are you validating your criteria compared to practice?
 - VA: Research work comparing mix design, production testing and field performance to validate the performance thresholds
 - WV, SC: N/A
- Any pilot projects underway or planned? If so, has there been any real-world validation of BMD criteria?
 - VA: yes
 - WV, SC: not currently



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Balanced Mix Design-BMD

- Is your state contractor's association on board with BMD?
 - VA: VAA has been a large part of VDOT's BMD experience
 - WV: We have a great relationship with our APA and are working together to determine a next move
 - NC: overall sentiment was interested in continuing to monitor other states implementation and continue discussing it at our joint Industry/Department meetings.



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Smoothness

- Has your state had issues with smoothness specifications?
 - No issues: Virginia, West Virginia, North Carolina
 - Yes: South Carolina
 - Lack of localized roughness (bump spec)
 - Industry concerns include no timeline for the final ride, single- lift overlay specifications are strict, contractors are not allowed to perform ride tests.
- Any issues with reliability of testing equipment?
 - No issues: Virginia, West Virginia, North Carolina
 - Yes: South Carolina
 - CMRB chatter issues observed –likely related to asphalt paver.
 - Investigated under the SPR Rideability Research, but the chatter could not be effectively captured since the wavelengths (Approximately 5-7 inches) fall outside the detection range of IRI measurements with the profiler.



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Smoothness

- Does your state have a time limit to test final smoothness once job has been completed?
 - VA: yes, 30 days from Contractor written request
 - WV: yes, within 30 days of project completion
 - NC: The contractor has 7 days of receiving authorization to perform IRI/MRI testing. Raw files handed immediately to onsite inspector, final report and documentation provided by Contractor to NCDOT 10 days after testing.
 - SC: No time limit but typically within 2 weeks of receiving notification



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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?
 - VA: no
 - SC: no
 - WV: less focus with elimination of LCTM Grants
 - NC: no



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2025/2026 Initiatives

- Do you have any new initiatives or specifications coming out in 2025/2026?
 - VA: Asphalt eTicketing, Combined pay factor, paverlaid FDR Special Provision, MEPDG recalibration to Web-based version
 - SC: Looking at updating: SC-M-400, SC-M-401, SC-M-402, SC-T-70, SC-T-79, and SC-T-80.
 - WV: Longitudinal joint sealing specification, rewrites of RAP usage specification and mix design specification
 - NC: 2026 Asphalt QMS Manual will be published Nov/Dec 2025. This year will be relatively minimal changes compared to years past.



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Additional Info

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

Personnel Changes, etc.

- VA:
 - New Asphalt Program Manager: Sean Li
- WV:
 - Mike Mance, P.E. is now the Director of Materials Division
 - Mat Crum, P.E. is the new Deputy State Highway Engineer - Construction
- NC
 - New DOT Secretary- Mr. Daniel Johnson
 - New Chief Engineer- Mr. Patrick Norman.



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