

SEAUPG West Subgroup Update

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2025 Annual Meeting – Charleston, WV

Asphalt Tonnage – 2024/2025

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

AR – N/A
LA – 1.40 mil tons
MS – 2.04 mil tons
OK – 2.74 mil tons
TX – 13.01 mil 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?

AR – Increase slightly
LA – Potentially increase overlay activities
MS – Hold Steady
OK – Hold Steady
TX – Hold Steady



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Funding

- Is there a dedicated budget for Pavement Preservation?

AR – Yes
LA – Yes
MS – No
OK – Yes; "Asset Preservation Plan"
\$80 mil – Roadway Preservation
\$40 mil – Bridge Preservation
\$5 mil – Accessibility Projects
TX – Yes; the Unified Transportation Program (UTP) is divided into 12 categories



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Forward Looking Outlook

- Do you have any upcoming major specification changes?

AR – Full spec book rewrite
Reduced gyration and AV mix designs
60 gyrations & 3.5% AV for surface mixes
75 gyrations & 3.5% AV for base and binder mixes
LA – Reduce RAP and Neat binder in surface course; Reworked NDT spec for density acceptance; Increased BMD testing during production
MS – No
OK – IRI Spec and BMD Spec for field testing; BMD design spec revision
TX – BMD special spec in final stages; Phasing out the Texas Gyration Press (TGC)



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Forward Looking Outlook

- Are you considering alternate materials for SMA mineral filler?

AR – Does not use SMA
LA – Research is being conducted on alternatives
MS – No
OK – Use of WMA
TX – No



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Forward Looking Outlook

- Biggest challenges or Supply chain issues facing Agency?

AR – N/A

LA – Uncertain; decrease in workforce

MS – Larger paving contractors are buying up the smaller ones

OK – Aggregates

TX – Experienced district personnel retiring



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Materials Supply Outlook

Supply Chain Issues?

- Asphalt Binder – All: No
- Aggregate – OK and TX: Yes MS, AR, LA: No
- Lime – All: No
- Polymers - All: No
- Liquid Antistrip - All: No
- Mineral Filler for SMA - All: No



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Pavement Preservation Outlook

- What does your State consider Pavement Preservation (i.e. micro-surfacing, thin layers, seals, etc)? All states utilize techniques listed below.

AR – Mill and overlay, UTBWC, fog seal, slurry seal, chip seal

LA – Seals and micro-surfacing

MS – Micro-surfacing, fog seals, chip seals, scrub seals, ultrathin HMA

OK – Crack sealing, mill and overlay, chip sealing

TX – Mill and overlay, thin overlay, crack seal, micro-surfacing, slurry seal, scrub seal



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Pavement Preservation Outlook

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

AR – None

LA – None

MS – Have had a few FDR projects recently

OK – Very little; just completed a CIR project with BMD surface mix; HIR is more common

TX – Widely used FDR since 2014; some in-house FDR crews; some CIR interest in north Texas



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Balanced Mix Design-BMD

- Where does your State stand on BMD Implementation?

AR – Mid-implementation. Multiple pilot projects finished and/or underway

LA – Implemented for design; pilot specification to include during production.

MS – Still Benchmarking mix designs

OK – Ready to implement for design phase, field will test relaxed volumetrics and performance for information only

TX – Current BMD SS3074 previously used on a test section basis. Updated BMD SS is expected to be approved in Dec. 2025. This SS will be used for full pilot projects.



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Balanced Mix Design-BMD

- What issues are you wanting to address the most?

AR – Premature cracking

LA – Optimizing testing frequency and variability between production and design

MS – Cracking and striping

OK – Field testing variability, standardized specimen fabrication methods and practices

TX – Long term performance of HMA pavements



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Balanced Mix Design-BMD

- What approach has been chosen for your state, and what tests have been assigned or adopted for BMD?

AR – Volumetric targets with performance validation. APA for rutting resistance and IDEAL-CT for cracking resistance
 LA – Approach A/B – moving to tiers. Intermediate Temp SCB and Hamburg LWT
 MS – no official approach yet; looking at Hamburg, Cantabro, Ideal-CT, Ideal-RT and Hot-IDT
 OK – Approach B, looking into Approach D shadow specs, HWTT and Ideal-CT
 TX – Volumetric Design with Performance Verification; HWTT, Overlay, IDEAL-RT, & IDEAL-CT



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Balanced Mix Design-BMD

- How are you validating your criteria compared to practice?

AR – Pilot projects
 LA – Criteria developed and verified with field performance
 MS – N/A
 OK – Pilot projects, field sampling and testing, research projects, test track
 TX – Criteria is being validated with field performance from projects; 40+ test sections statewide dating back to 2019



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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?

AR – Yes, multiple are underway. No validation available yet
 LA – Pilots in 2014, yes
 MS – Pilot projects are still in the planning phase
 OK – Just completed the 8th pilot project for phase 4 of implementation, 3 more upcoming, in total, we have completed 27 projects since 2018
 TX – Yes, the new BMD SS will be used to let and construct 3-5 fully BMD projects in 2025. This BMD SS revision proposes increased performance testing during production. The intent is to continue to validate data and get information regarding the practicality of increased testing.



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Balanced Mix Design-BMD

- Is your state contractor's association on board with BMD?

AR – Yes; they state the mixes are easier to place and compact
 LA – Consistently involved in the conversation and improvement options
 MS – Most contractors are on board; the smaller ones would rather not change
 OK – Very supportive and a key component of the implementation process
 TX – BMD Working Group, which includes TxDOT, industry, and universities. The group worked on the proposed BMD SS



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Smoothness

- Has your state had issues with smoothness specifications?

AR – No
 LA – N/A
 MS – Some; the application of MDOT's smoothness spec has been contested with contractor; interpretation
 OK – Currently working on the implementation of IRI spec
 TX – No



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Smoothness

- Any issues with reliability of testing equipment?

AR – No
 LA – N/A
 MS – No
 OK – No
 TX – No



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Smoothness

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

AR – Within 5 working days after each day's paving operation
 LA – 7 days
 MS – Between 3 and 14 days after paving
 OK – 7 days
 TX – 7 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?

AR – No change
 LA – No. Not a priority
 MS – No change
 OK – not much work on EPDs; still completing climate challenge program and working on benchmarks
 TX – No. Not a priority



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2025/2026 Initiatives

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

AR – Full spec book rewrite underway
 LA – Pilot specification for asphalt section
 MS – All projects beginning in July 2025 and onward are being ran out of AWP
 OK – BMD deployment for design and continuation of field implementation
 TX – Asphalt Pavement Exchange (APEX) program started in May 2025; Transition to AASHTOWare starting in January 2026; RAP stockpile management best practices document



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Additional Info

- Is there anything else that you would like to share?
 Personnel Changes, etc.

Flexible Pavements Section (Hot Mix):

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Questions?

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