



ASPHALT PLUS CASE STUDY: I-75 S. OF VALDOSTA, GA

I-75 is a major artery in GA, connecting Atlanta to southern Georgia and Florida. The roadway is located in a subtropical climate where stripping and rutting are significant issues for asphalt road construction. The region is exposed to extended periods of higher temperatures, humidity and rainfall.



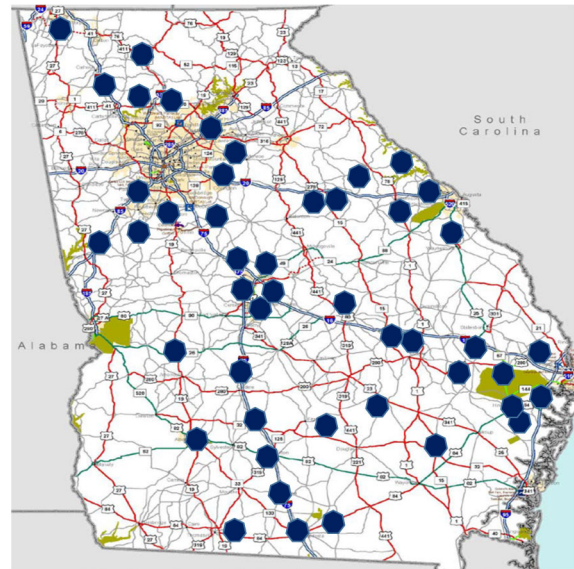
I-75 SOUTH OF MACON, GA

In preparation for an eventual state specification of the plant mix process, GA DOT contracted for a Porous European Mix (PEM) 1.5" rubberized asphalt overlay the 17 mile I-75 section south of Valdosta to the Florida Line. The mix design utilized 10 lbs. of ASTM minus 30 crumb rubber and a 67 -22 PG rated base binder. After rubber addition, the PG rating improved to an average in excess of 80, -22. This project had a unique twist. Using the same mix design with different binders, the truck lane was paved with rubberized asphalt, and the passing lane was paved with an SBS-modified asphalt.

In both cases, the road surface was installed without incident, and both plant and road production crews noted that the process was

straightforward, forgiving and simple to implement.

During placement, the CRM asphalt did not exhibit any of the stickiness typically found with other rubber addition processes. The hot mix product was placed and compacted with ease. Rutting and compaction evaluations of the plant production exhibited excellent results.



DRY PROCESS RUBBER PROJECTS IN GA: 2006-2018

After nine years of service, both surfaces are free of any unusual cracking and free of potholes. The surface has been repeatedly evaluated by GA DOT and DOT consultants. No evidence of unusual substrate or surface cracking has been noted to date. Product performance on I-75 led to a state specification of dry process rubberized asphalt in GA and multiple interstate projects in the following years.

