WisDOT Update

Dewayne Johnson, PE
WAPA Conference
November 29, 2016
Partnership

Innovation

Efficiency
## Lab Staff

Steve Krebs – Director, Bureau of Technical Services  
Barry Paye – Chief of Materials

<table>
<thead>
<tr>
<th>Concrete Materials Laboratory</th>
<th>HMA Materials Laboratory</th>
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WisDOT is currently conducting testing for:

- Hamburg Wheel (Moisture Sensitivity & Rutting Potential)
- Disc-shaped Compact Test (Low Temperature Cracking)
- SCB: Semi-Circular Bend (Fatigue Cracking)
- Ignition Oven (AC Content)
WisDOT/WAPA Initiatives

Green Team

- Set priorities and move forward with initiatives

Membership:
- WisDOT
  - Senior Management Team
  - Bureau of Technical Services
  - Bureau of Project Development
  - Region
- Industry
  - WAPA
  - Paving Company Senior Management:

HMA Tech Team


Membership:
- WisDOT Bureau of Technical Services
- WisDOT Regional reps
- FHWA
- Industry Technical Reps
Aggregate Tech Team

- Restarted in 2016
- Russ Frank – DOT Lead
- Industry & WisDOT participation
- Revisions made to base course specifications
- Looking to improving source verification testing and tracking
- More to come in 2017
Green Team Updates

- Look to new technology areas
  - Interlayers
  - Pavement Preservation
  - Thin Overlays
- WisDOT and Industry working together on future trends
- FHWA participation
Green Team Communication

- WAPA & WisDOT partnership to share the spec changes with diverse audiences
  - WisDOT internal training
  - Wisconsin Counties Highway Association
  - Wisconsin Towns Association
  - Black Bag Lunches
  - Conferences & Workshops (like this one!)
Examples of how we’re improving

<table>
<thead>
<tr>
<th>Efficiency</th>
<th>FY16 savings</th>
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<tr>
<td>Use of recycled materials</td>
<td>$19.6M</td>
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<tr>
<td>Cold-in-Place Recycling</td>
<td>$1.47M</td>
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<td>Extended life of hot mix asphalt</td>
<td>$1.6M</td>
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Learn more with the MAPSS Performance Improvement Scorecard - WisconsinDOT.gov
Closer Look at Cold-In-Place Recycling

- CIR uses mechanical process to produce RAP from the existing pavement, add a stabilizing agent, relay & compact into a stabilized base.

- Typical CIR process treatment depth - 3 to 4”
CIR Projects Map (Since 2012)

<table>
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<tr>
<th>Construction Year</th>
<th>Project Length (Lane-Mile)</th>
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<tr>
<td>2012</td>
<td>26</td>
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<tr>
<td>2014</td>
<td>24</td>
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<td>2015</td>
<td>50</td>
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<td>2016</td>
<td>58</td>
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<td><strong>Total</strong></td>
<td><strong>158</strong></td>
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STH 64 (Gilman - Medford)

Before CIR

CIR Operation

CIR – Both Lanes

EB Lane CIR

WB Lane Mill & Overlay

EB Lane CIR

WB Lane Mill & Overlay

Mill & Overlay – Both Lanes

2016