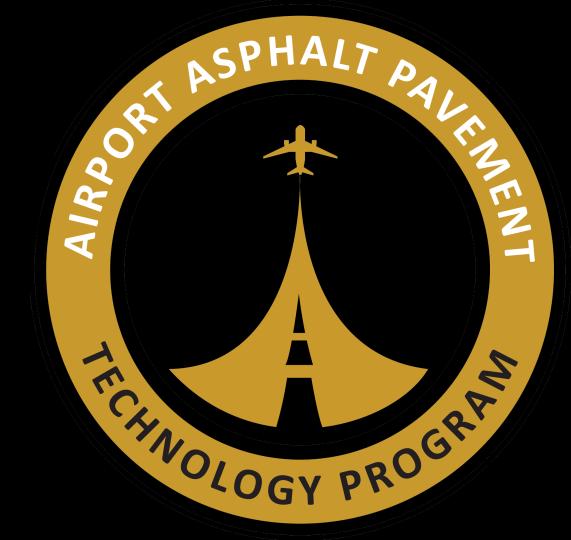


# Objective

- To re-establish the Airport Asphalt Pavement Technology Program (AAPTP)
- To identify airport pavement issues and problems that could be eligible for funding



- 3. To coordinate FAA and industry efforts to implement technologies and to solve problems identified through the program as important to FAA and industry
- 4. To pursue the technology transfer of new solutions, practices, and recommendations as needed



#### 1. Program Coordination Group

- Airport Consultants Council
- NAPA Member
- Aircraft Manufacturer
- Department of Defense
- Federal Aviation Administration
- State Asphalt Pavement Association
- Others



- Project Technical Panel
  - Develop RFPs
  - Select Project Team



- Rubblization
- PG Binder Selection
- Superpave
- SMA
- Longitudinal joints
- Fuel Resistant Binders
- RAP



#### Previous AAPTP

- Asphalt Mixture Paving Handbook 2022 Revision
- Guidance on Binder Grade Selection
- Balanced Mix Design: Rutting
- Balanced Mix Design: Cracking
- Mitigation of Delamination and Plastic Flow at Airports
- Improving Performance of Longitudinal Joints in Airfield Asphalt Pavements
- Feasibility of Cold-Central Plant Recycling at Airports



## **Current Projects**

- AC 150/5370-14B Hot Mix Asphalt Paving Handbook would no longer be supported by FAA
- Last update 2000
- New edition to focus on airfields and highways
- \$200k/18 months
- Three proposals
- Awarded to Asphalt Institute



Asphalt Mixture Paving Handbook

- Common for consultants to select wrong binder grade for airfield projects
- Project Objective: Develop guidance and a tool to aid in selection of needed binder grade
- \$200k/18 months
- 5 proposals received
- Contract awarded to the National Center for Asphalt Technology



Binder Grade Selection

- FAA currently has options for assessing rutting during mix design
- Project objective: Evaluate equivalency of current options and propose new requirements if needed
- \$500k/24 months
- Three teams proposed
- Contract awarded to University of Nevada at

Reno



**BMD**: Rutting

- FAA currently has no cracking evaluation in specs
- Project objective: Evaluate framework and tests which could be included to assess crack performance during mix design
- \$1 million/36 months
- Five teams proposed
- Contract awarded to University of Illinois at UC



**BMD**: Cracking

- Project Objectives:
  - Determine best practices for longitudinal joint maintenance
  - Evaluate technologies and methods which could improve joint performance
- \$200k/24 months
- Potential Phase 3: \$100k/12 months
- Four proposals received



### Longitudinal Joint Performance

- Project Objectives:
  - Determine failure mechanism for high speed exit failures
  - Evaluate technologies and construction methods which could improve joint performance
- \$500k/24 months
- Proposals received
- Project to begin Q2 2022



High Speed Exits

- RFP closed 2/16/22
- \$500k/36 months
- Phase 1
  - Lab assessment/Pavement structure/Construction Guidance
- Phase 2
  - Construct & monitor performance



Feasibility of Cold-Central Plant Recycling at Airports

- Use of Recycled Materials in Asphalt Mixes
- Superpave Gyration Levels vs. Marshall
- Project Quality Control Reporting Software
- Asphalt Mixture Gradation Bands







https://www.asphaltpavement.org/expertise/engineering/airports



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