RUTGERS Asphalt Paving Conference

March 24-25, 2014

PAVE IR UPDATE

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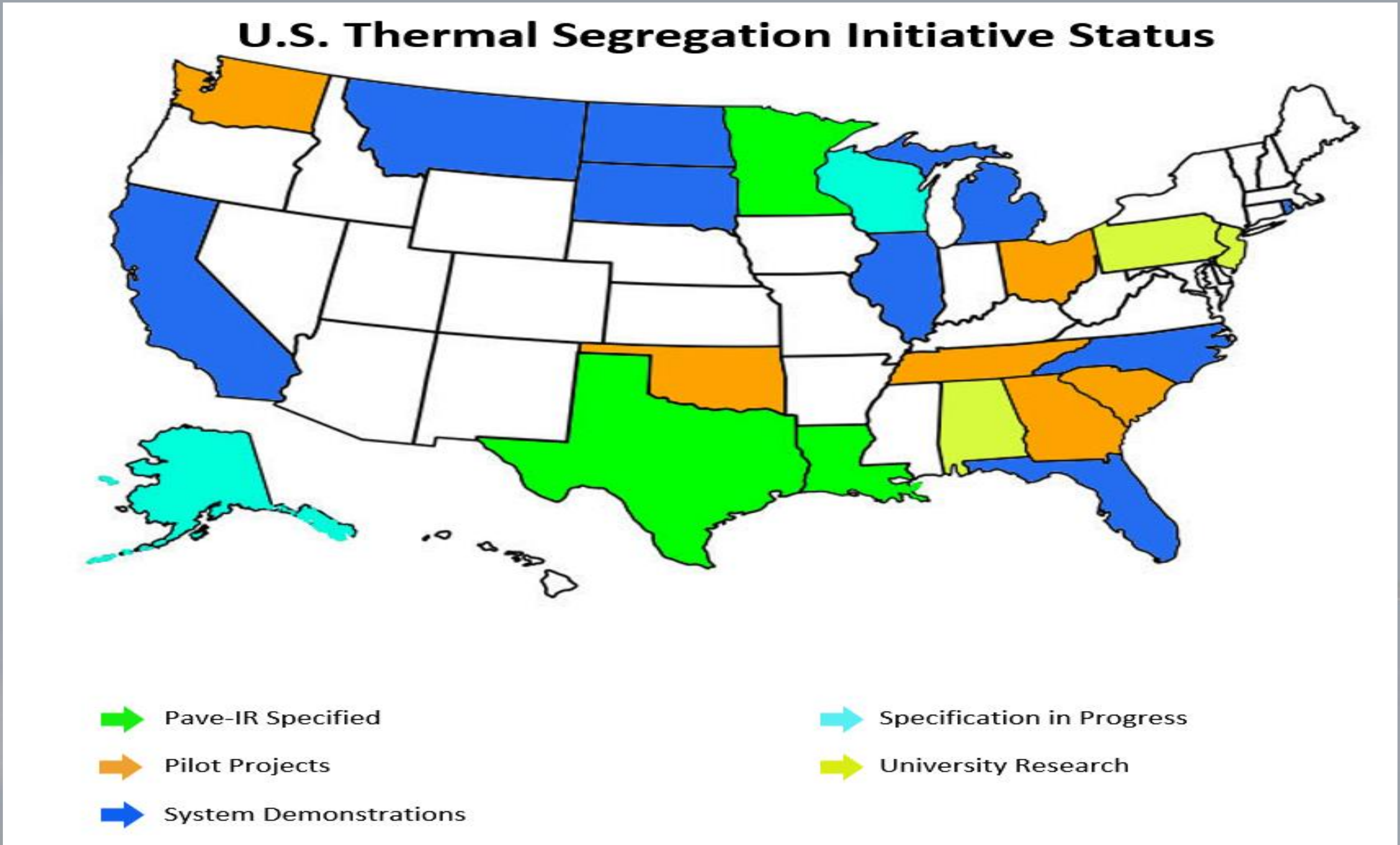
US Useage


U.S. Thermal Segregation Initiative Status
Pave-IR Specified
Pilot Projects
System Demonstrations
Specification in Progress
University Research

MOBA®
MOBILE AUTOMATION

New QC/QA Technology for Asphalt Contractors/DOTs

Thermal Segregation (unseen enemy)

PAVE-IR Update

4/2010

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Topics

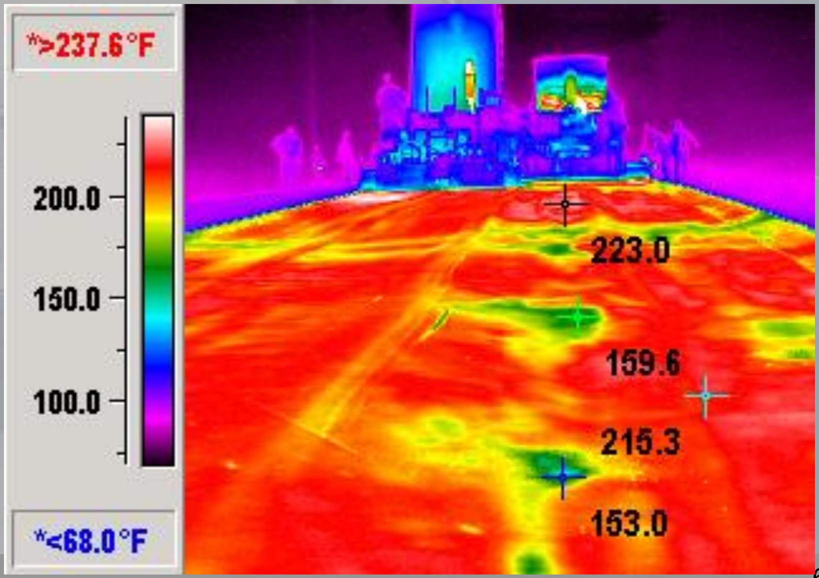
- The Problem
- Time line: A ten year journey on identifying the problem and how to fix it
  - 1995-1996
  - 1998
  - 1999
  - 2000
  - 2001-2006
- Washington DOT study
- 64 Projects

The Problem

- Localized “spots” of coarse surface texture
- Premature failure due to fatigue cracking, raveling, and moisture damage
- Increased roughness

The Problem

- Cooling of mix during transport is not remixed during the laydown process.
- Paver Set-up
- Results in erratic mat temperatures that are not apparent to the laydown crew.



Data Collected

- Haul distance and time
- Weather conditions
- Equipment
  - Type of truck
  - MTV/MTD
  - Paver
  - Roller
- Nuclear density data

- Temperature data
  - Infrared camera
  - Probes
  - Hand held infrared thermometer
- Plant information
  - Temperature of mix
  - Loading operations
- Mat Placement

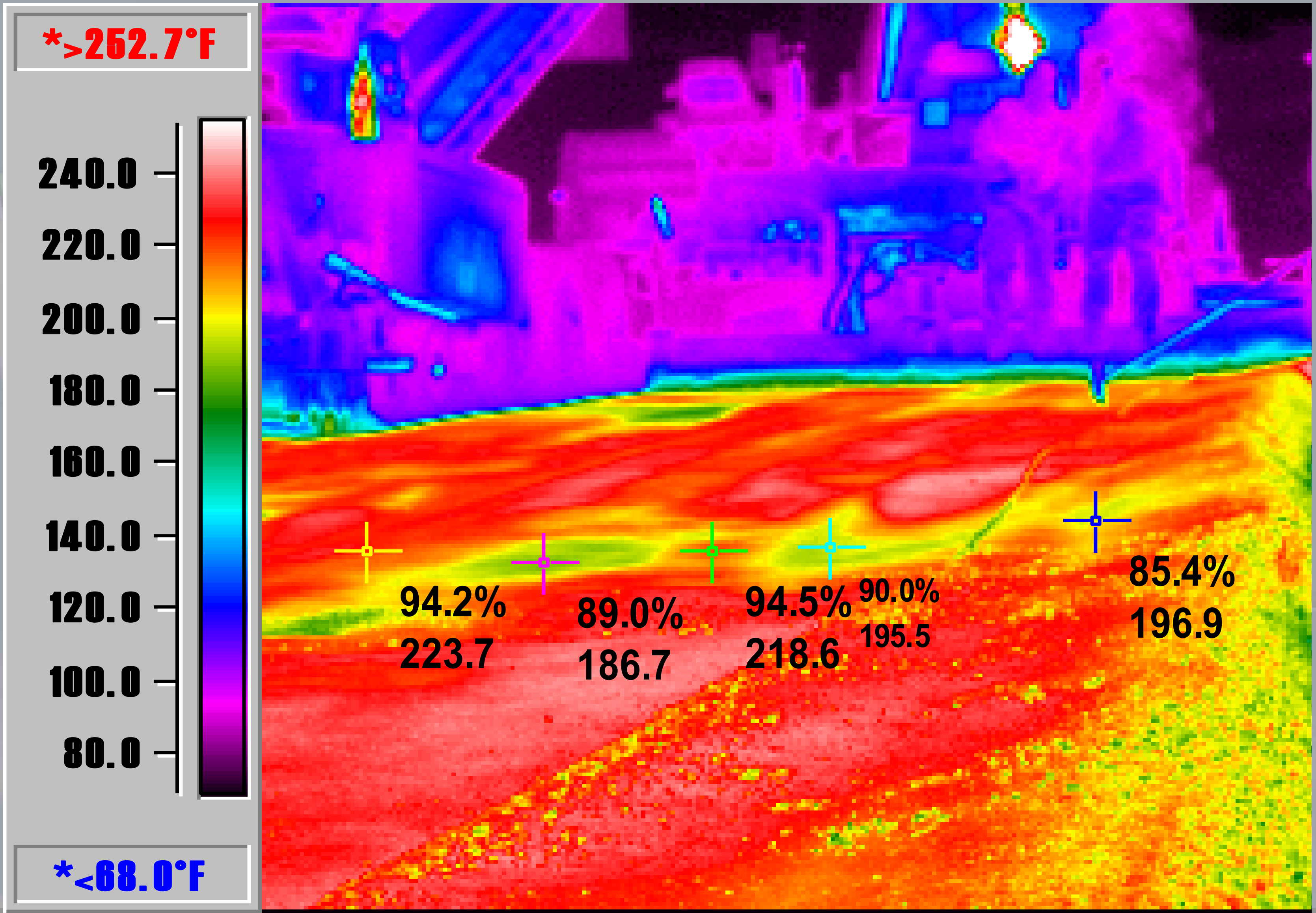
1998 Conclusions

- None of the 4 projects experienced significant aggregate segregation.
- All 4 projects experienced significant temperature differentials.
- Concentrated areas of significantly cooler HMA generally resulted in lower than desirable compaction of those areas.

1998 Conclusions (cont.)

- Concentrated areas of cooler HMA commonly occur during construction (based on this study and others).
- Good rolling practices can partially offset temperature differential related compaction problems.
- MTVs not specifically examined.
- Temperature differentials are easily identified by infrared imaging.

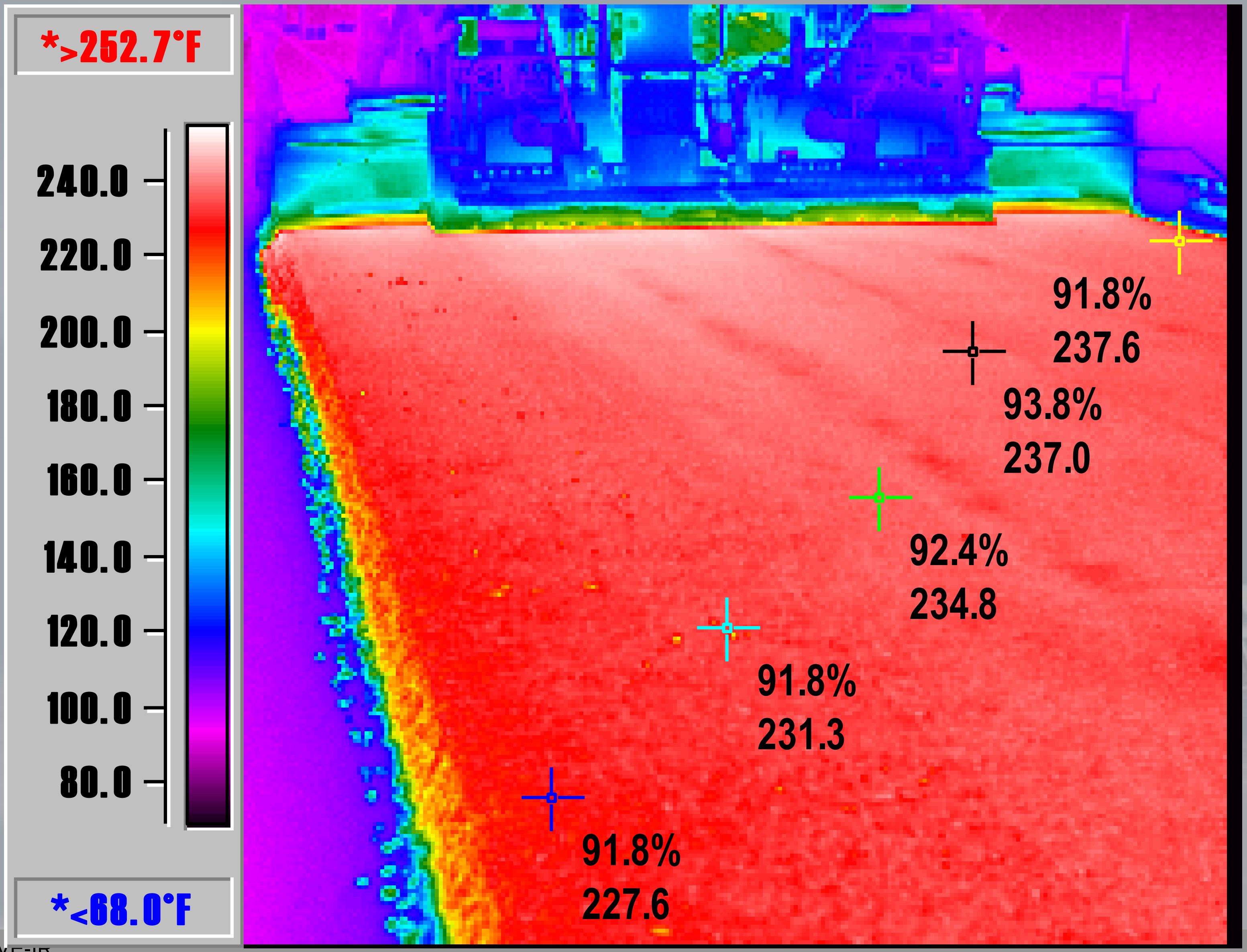
End Dump/No MTV



1999 Study Objectives

- Investigate the effectiveness of different MTVs and remixing devices/methods
- Investigate other possible mitigation techniques
- Reexamine criteria for when and where to use MTV‘s
- 64 Projects Studies

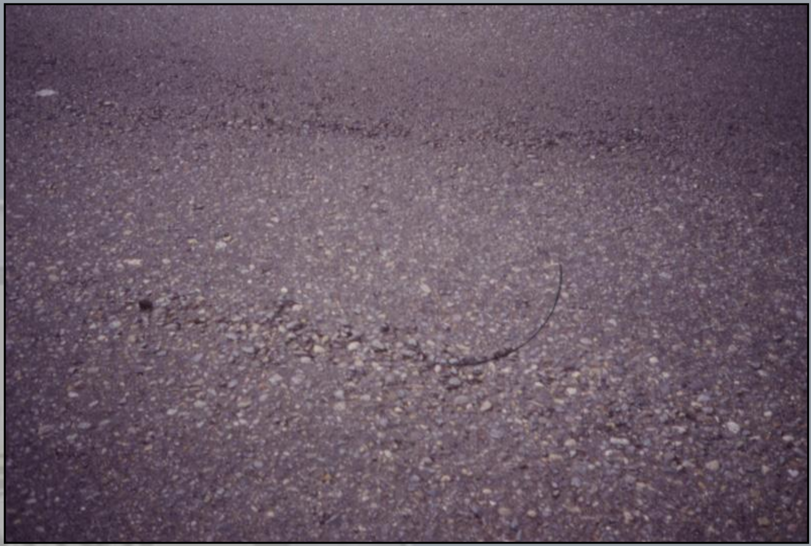
End Dump/ MTV

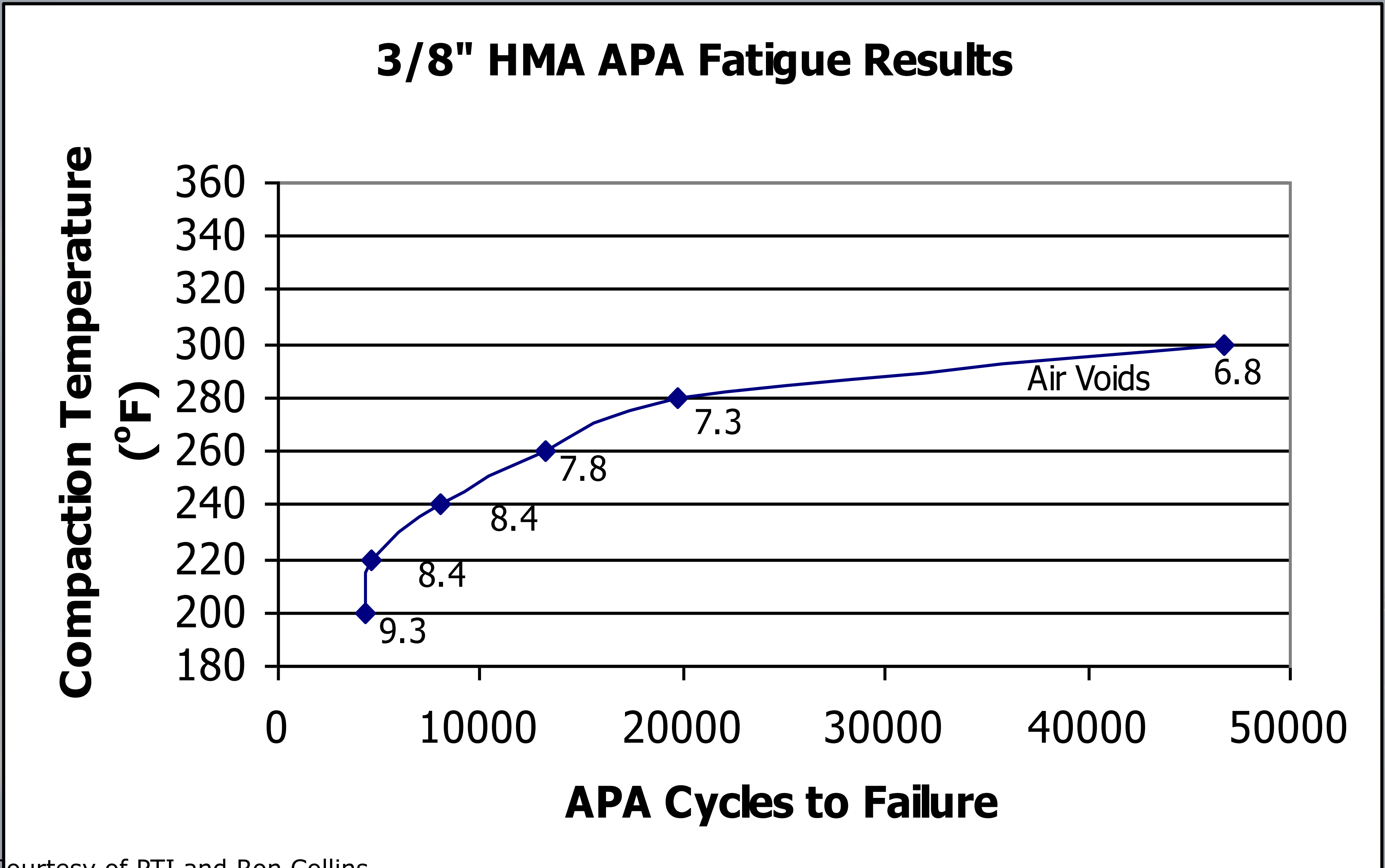


SR 12

Effects on Pavement

- Same as insufficient compaction
  - Increased raveling and moisture damage
  - Reduced fatigue life
  - Increased roughness
- One percent increase in air voids results in a minimum of 10% reduction in pavement life (a rule of thumb)
- 25º F Differential=1 to 2% more air voids





Courtesy of PTI and Ron Collins

2001-2006

- A number of State DOTs have developed and implemented specifications to address this issue.
- WSDOT's current specification
  - Cyclic density areas are defined as less than 89.0 percent of maximum density.
  - If four or more low cyclic density areas are identified in a lot, a price adjustment will be assessed for that lot (a lot is 400 tons).
  - The price adjustment will be calculated as 15% of the unit bid price of HMA represented by that lot.
  - This assessment starts with examining the mat for temperature differences of 25°F or greater. If these do not exist, then no further special density testing is performed.

Bottom Line Results 2010

- 50% Increase in HMA Pavement Life

COST IMPACTS: A WSDOT Example

Washington State

US Highway 12 (MP 102 – 118)

Approximately 32 lane miles

Thermal segregation resulted in failure five years prior to anticipated 20 year life

ESTIMATED EXTRA COST: $2.4 MILLION

COST IMPACTS: A WSDOT Example

Calculations:

- If this trend continues, over a 60 year period, an entire additional overlay will be needed

- Mill and Overlay of 1.8” on average cost of about $200,000 per lane mile

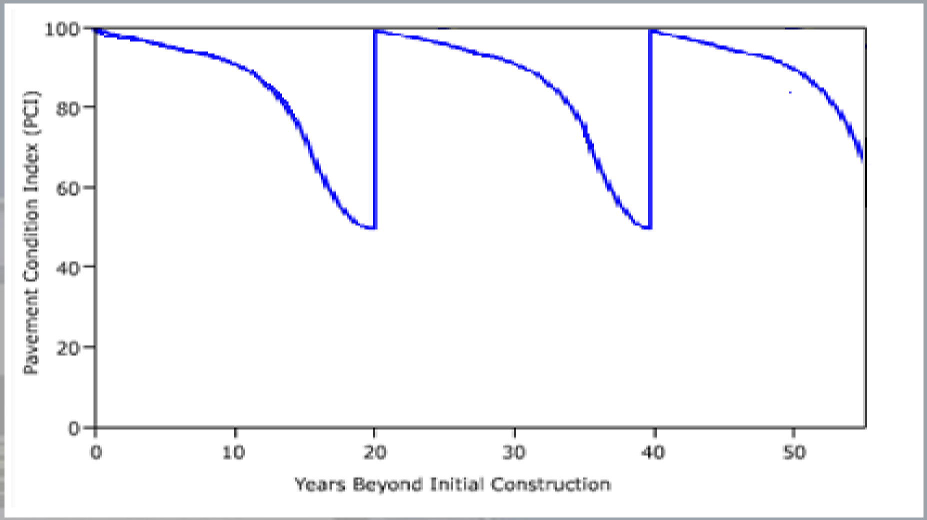
- For this stretch of highway, thermal segregation risks a cost increase of:

  - $2.4 million in present dollars

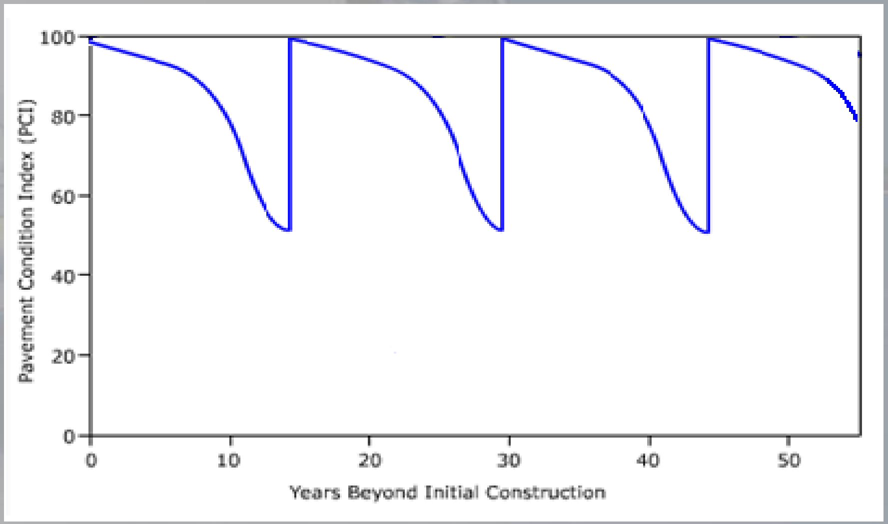
  - or -

  - $24.9 million in year 60 dollars

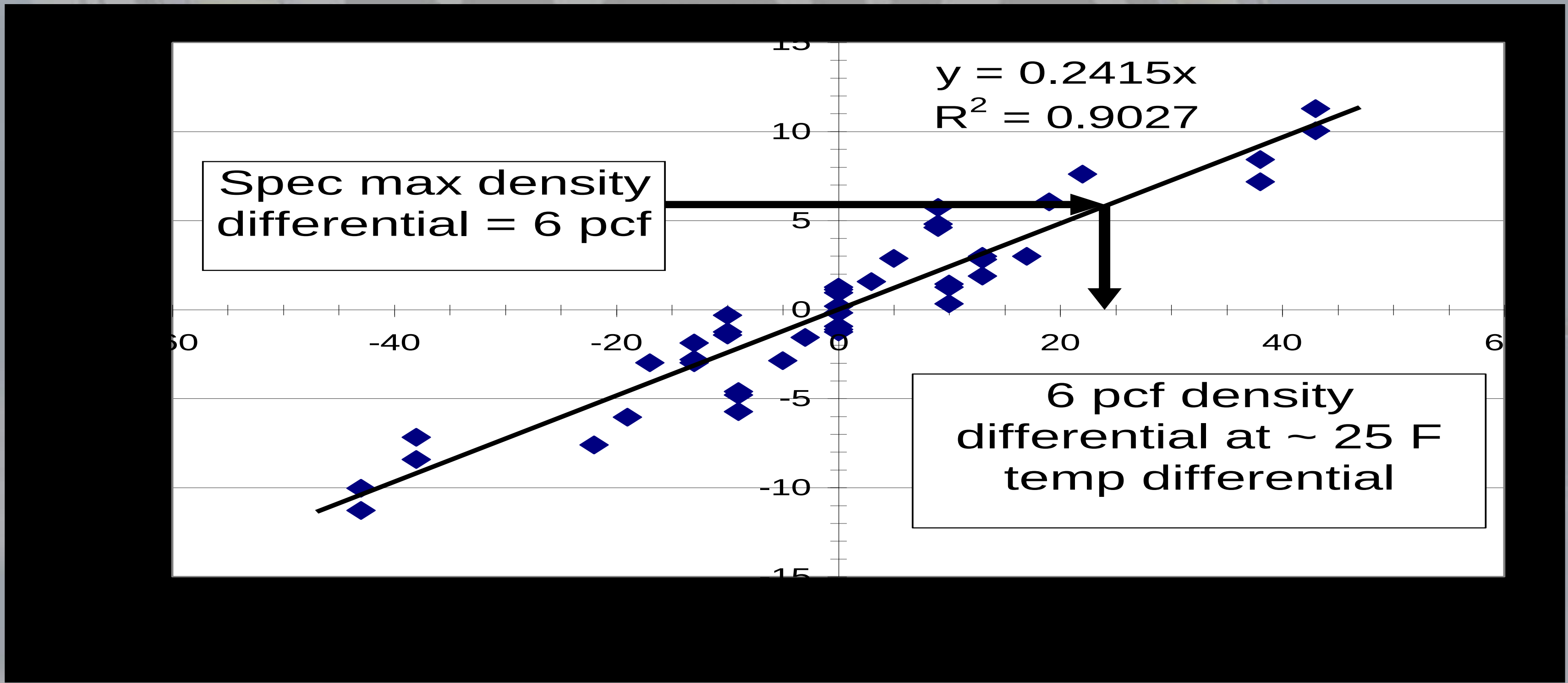
Without thermal segregation



With thermal segregation



- NCAT (2000) and TTI (2002) similarly found thermal uniformity suitable for detecting segregation
  - NCAT – low severity segregation/density when Δt > 18 °F
  - TTI – when Δt > 25 °F, TxDOT density uniformity requirements not met



HISTORY OF PAVE-IR

TxDOT funded research conducted by Texas Transportation Institute (TTI) to study the relationship between thermal segregation and density, in addition to developing a method for practical data collection.

Initial research included the use of a thermal camera operated by a researcher in the back of a pickup truck. In addition to obvious safety considerations, this initial method was found not to be practical. A series of infrared images had to be manually combined to produce a complete profile. Distance and position data were also difficult to incorporate.

First generation Pave-IR system was first used in October 2003.

- Propelled manually
- Long setup time
- Loose connection wires
- Unstable wheel design
- Battery powered
- Required two operators

Third generation Pave-IR system was first used in January 2005.

IMPROVEMENTS

- Paver mounted
- Rapid setup time
- Central master control
- No dedicated operator

CHALLENGES

- Battery powered
- Distance measuring wheel
- Components not suitable for everyday use on heavy equipment.

- **In 2005 TTI published research reports outlining the relationship between thermal segregation and density. These reports also outline the methods used for thermal data collection supporting Pave-IR as the preferred tool for thermal data collection.**

Reports available online at:

http://tti.tamu.edu/documents/0-4577-2.pdf

http://tti.tamu.edu/documents/5-4577-01-1.pdf

- **Following the completion of this research, TTI & TxDOT were interested in finding a commercial partner for development and production of Pave-IR systems for future implementation into TxDOT specifications.**

MOBA PAVE-IR SYSTEM COMPONENTS

- 12 – Infrared sensors (standard)
- Absolute encoder used for distance measurement
- MOBA OPERAND™ computer
- GPS antenna
- Includes PAVE PROJECT MANAGER™ software for post analysis and reports
- Kit includes system cabling and all necessary screed mounting hardware.

WHAT IS PAVE-IR?

- Paver mounted system used to identify thermal segregation in newly placed asphalt surfaces.
- Uses a series of infrared, GPS, and distance measuring sensors.
- Sensors are networked together and connected to a mobile computer with color display.
- Computer processes and displays data from all sensors.
- Areas where thermal segregation is present are displayed in real-time.
- Data stored on flash drive for post processing on PC

PAVE-IR INSTALLATION

The MOBA Operand™ computer attaches to sensor beam.

GPS antenna mounts above the Operand™ computer.

Memory drive connects directly to Operand™ computer

System is powered by machine voltage (10-28 VDC).

Sensor beam is hinged in center for easy setup and storage.

The PAVE-IR™ system mounts to the screed walkway by bolting or welding.

The distance encoder mounts to the wheel or torque hub using a magnet.

BENEFITS OF PAVE-IR

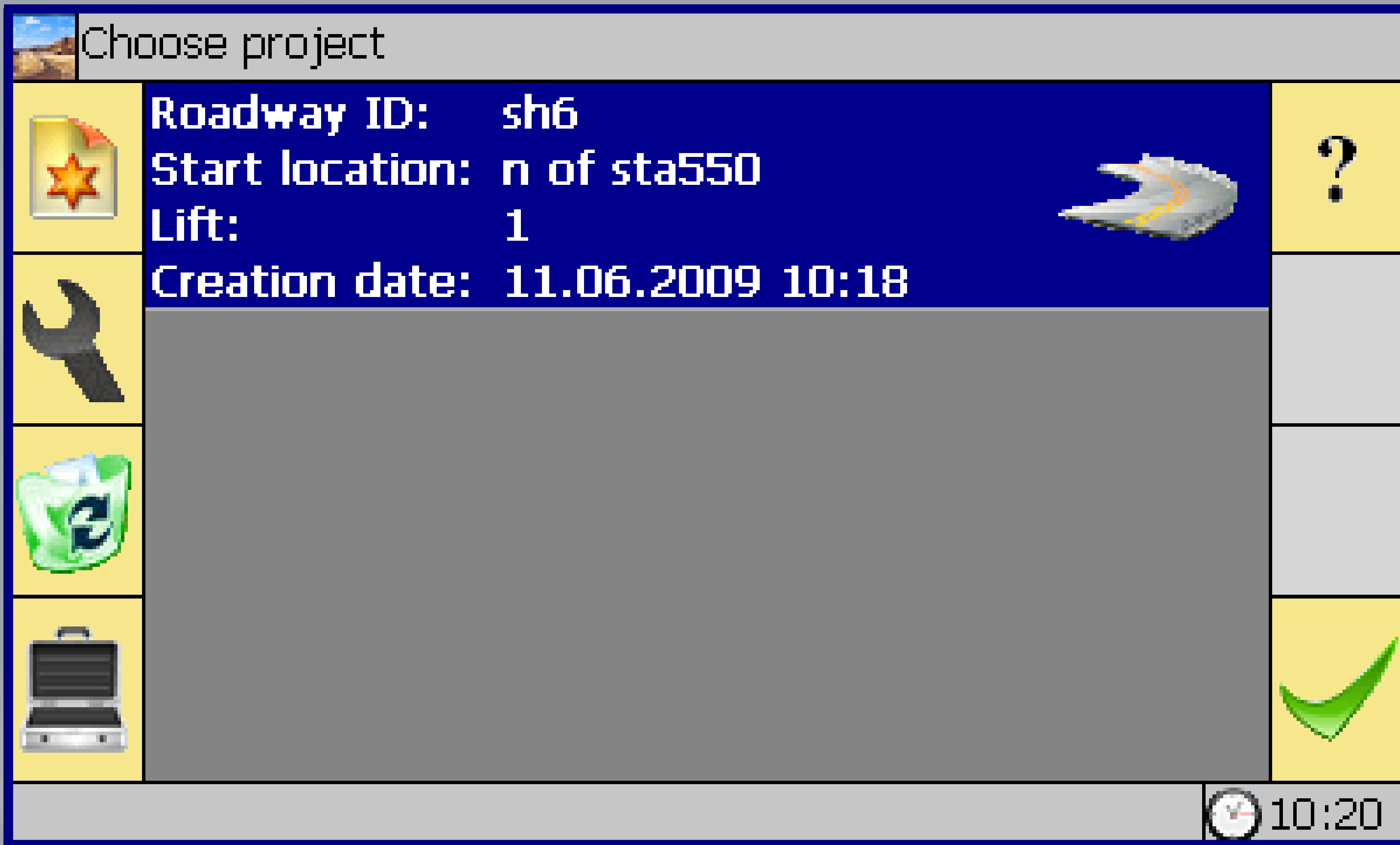
- Provides full coverage of entire paved surface.
- Ensures compliance with most existing DOT temperature specification requirements.
- Data is logged automatically and can be stored permanently.
- More cost effective versus infrared cameras.
- System also records paving speed and paver stops.
- System can be moved from one machine to another.
- System is scaleable from 2-8 meters depending on paving width

ONGOING DEVELOPMENT

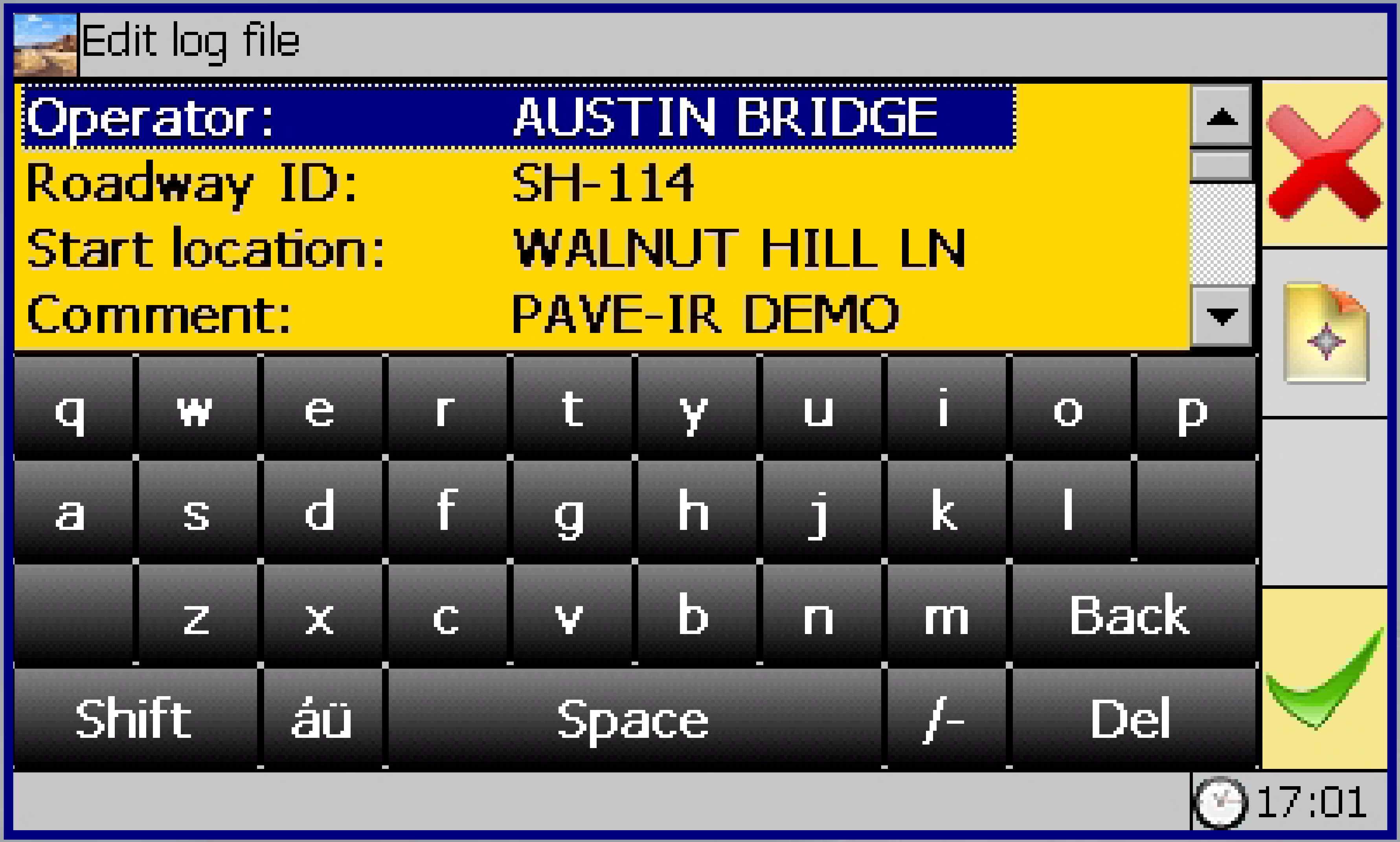
- Next Generation PAVE-IR(I)
  - Real-time (pre-compacted) IRI smoothness measurement.
  - Network (wireless) to onboard compaction systems.
  - Wireless transmission of job data to QC office or plant.
  - Grade and slope control monitoring.
  - Material control (auger/conveyor) system monitoring.
  - Infrared scanner mounted above paver deck.

Prototype Scanner

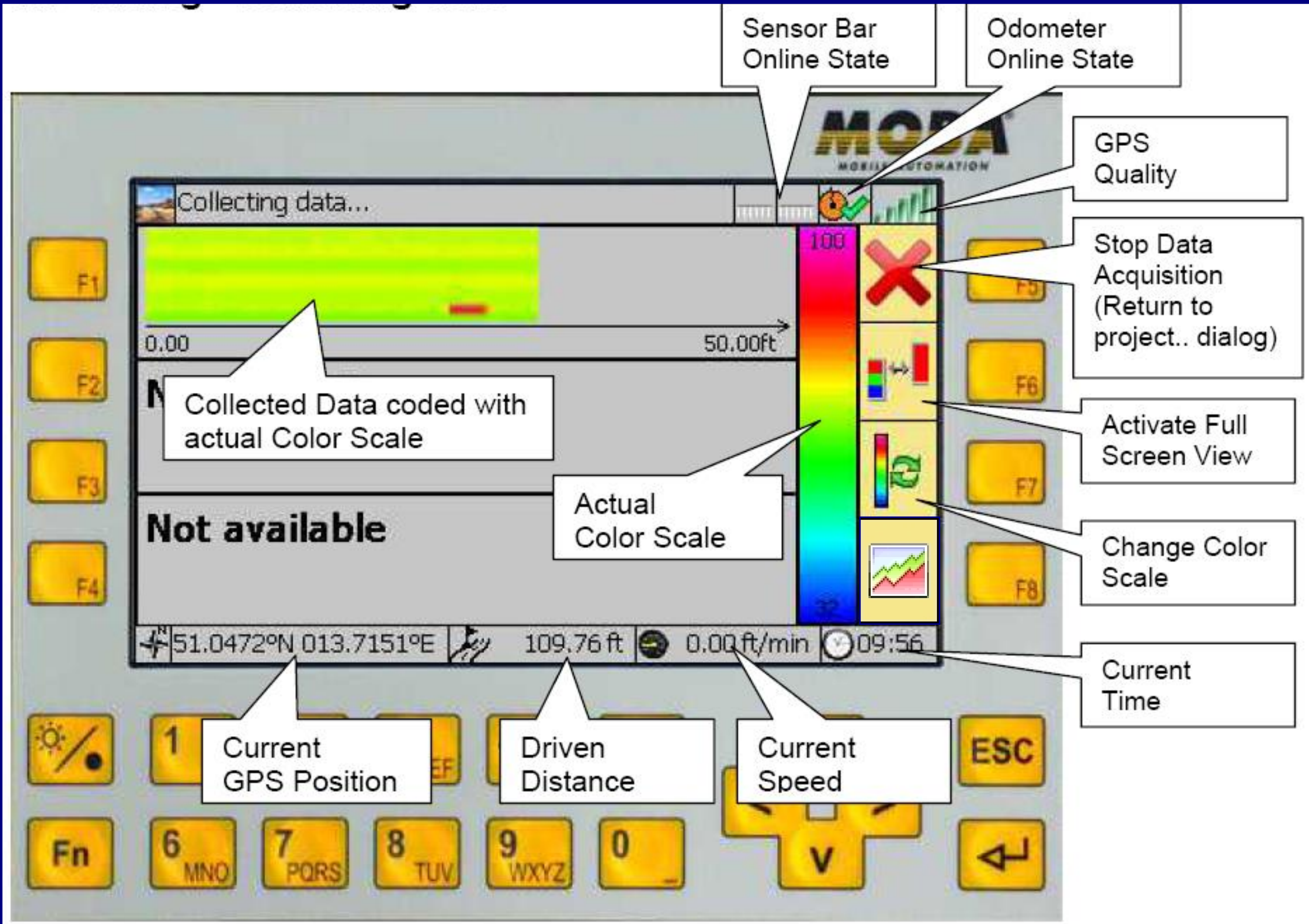
MAIN PROJECT OVERVIEW SCREEN



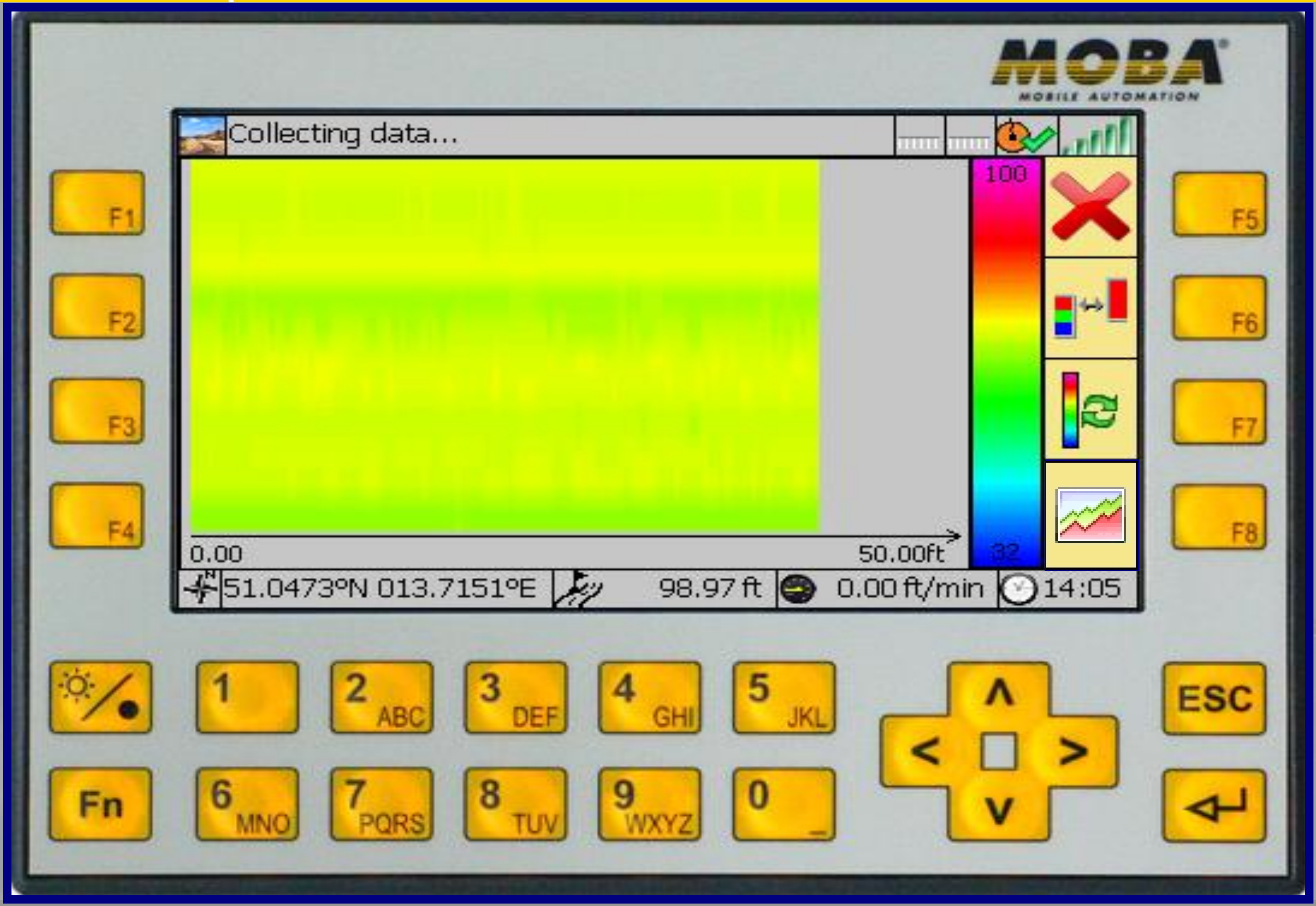
CREATE NEW PROJECT SCREEN

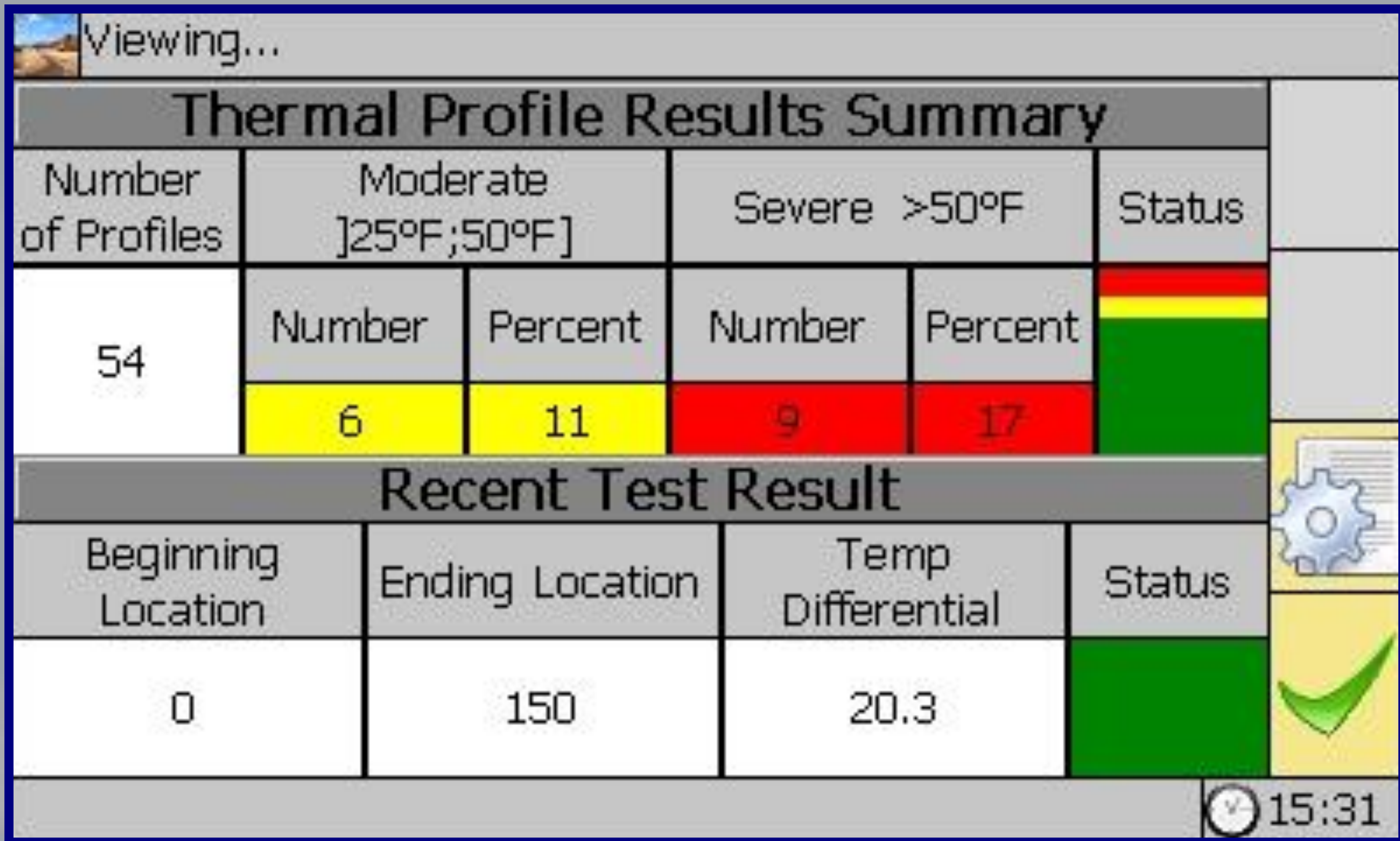


DATA COLLECTION SCREEN



FULL SCREEN MODE





Viewing...

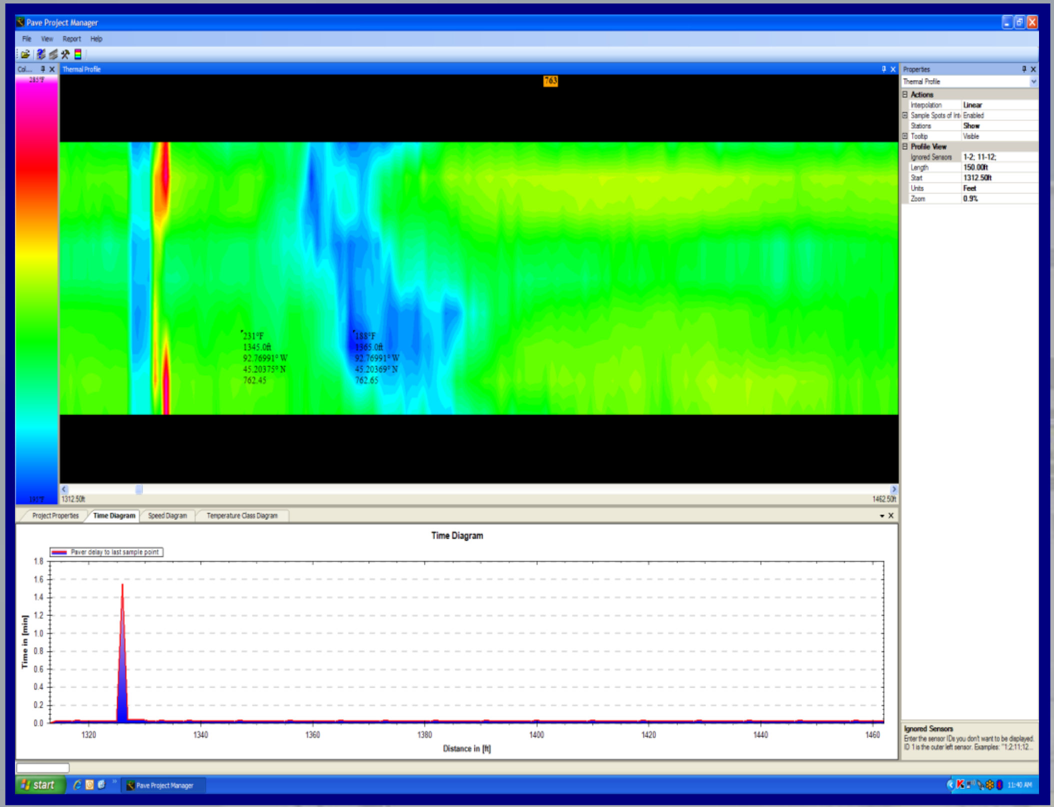
Thermal Profile Results Summary

Number of Profiles	Moderate]25°F;50°F]		Severe >50°F		Status
	Number	Percent	Number	Percent	
54	6	11	9	17	

Recent Test Result

Beginning Location	Ending Location	Temp Differential	Status
0	150	20.3	

15:31



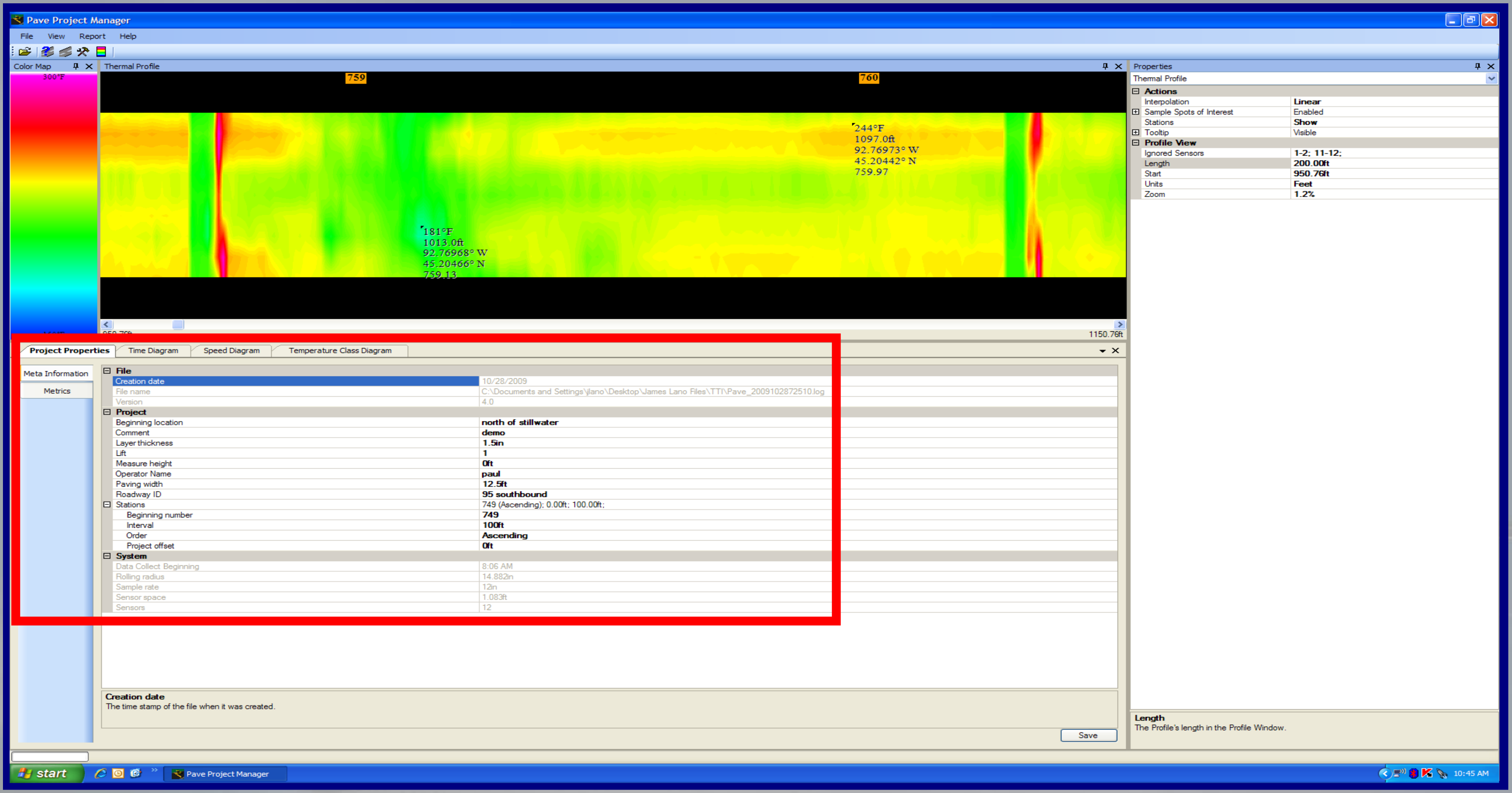
After data collection, the project file is transferred to PC via USB cable.

PPM allows contractor to evaluate the project in detail.

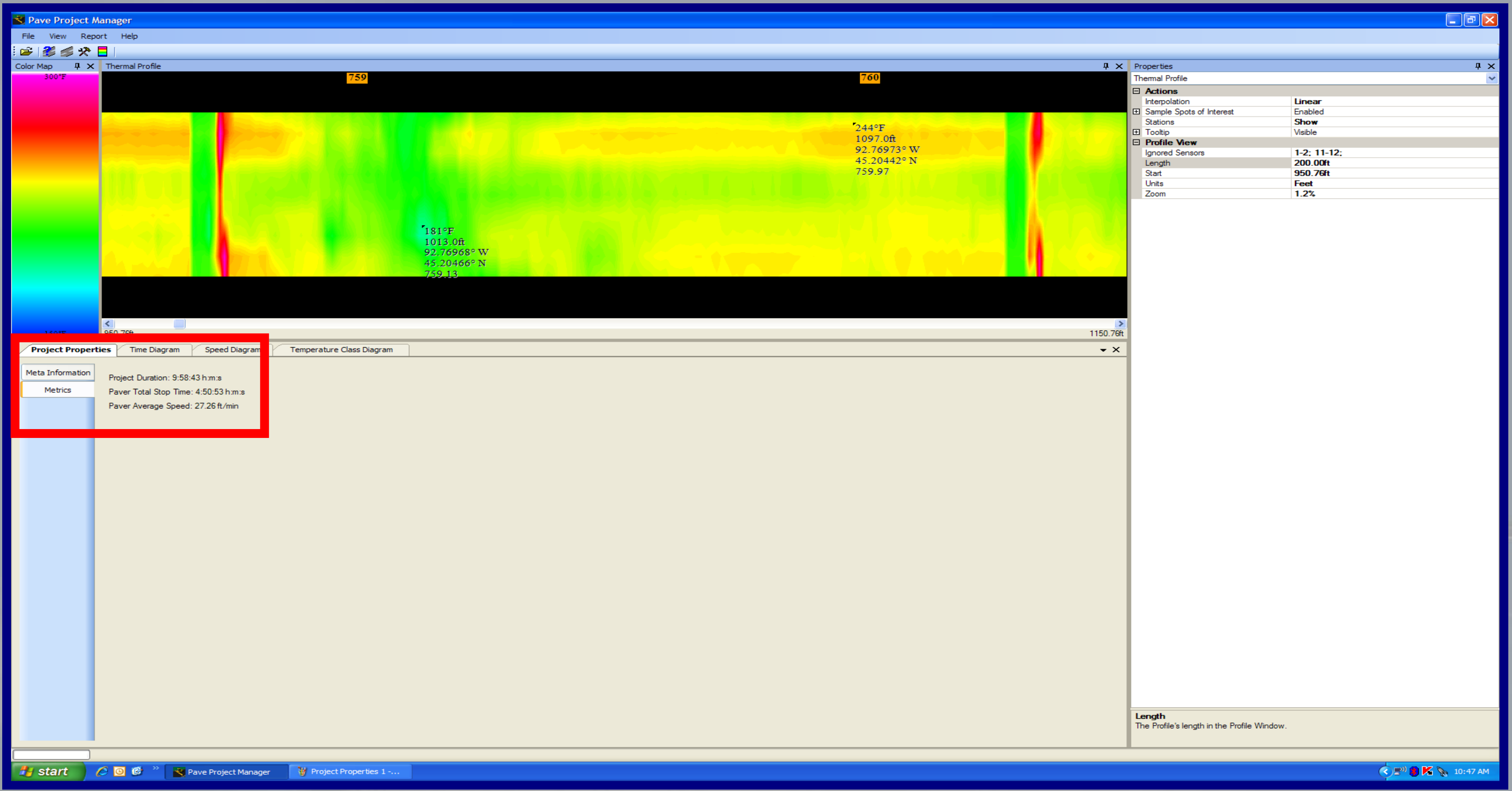
PPM displays thermal data, stations, paving speed, paver stops, and GPS location for any position in the project.

QC/QA reports are generated by PPM.

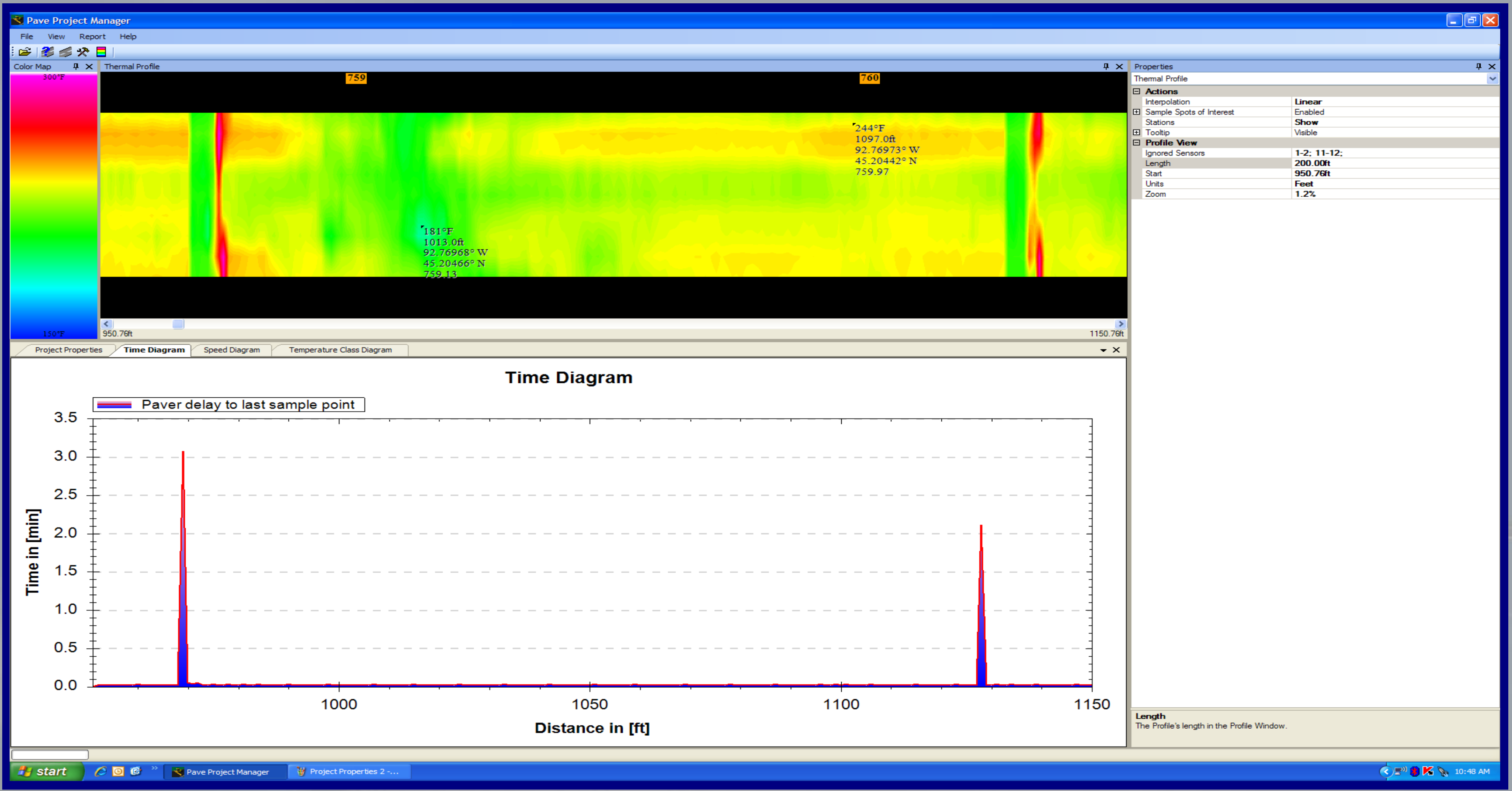
PROJECT PROPERTIES WINDOW (Meta Information)



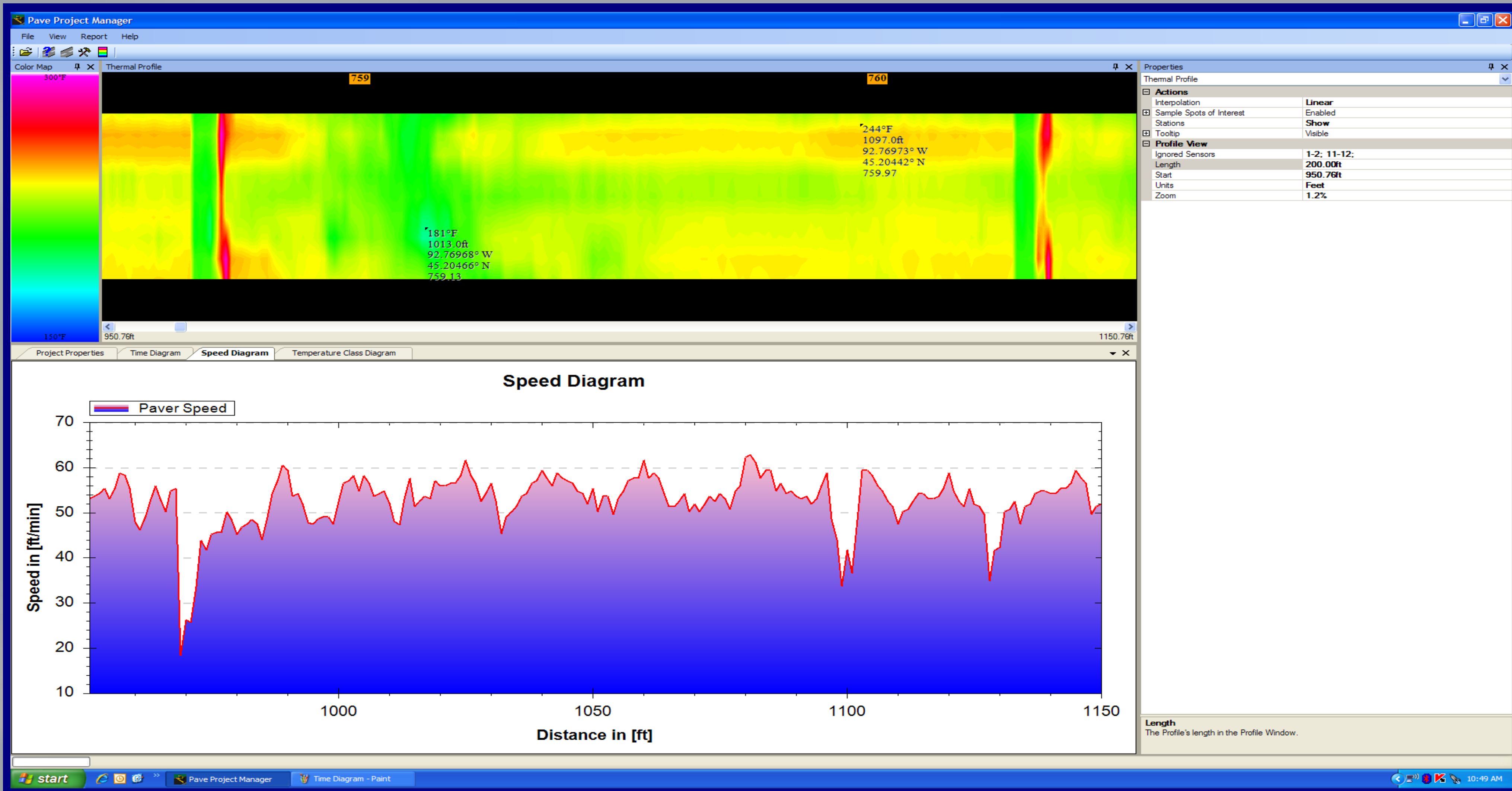
PROJECT PROPERTIES WINDOW (Metrics)



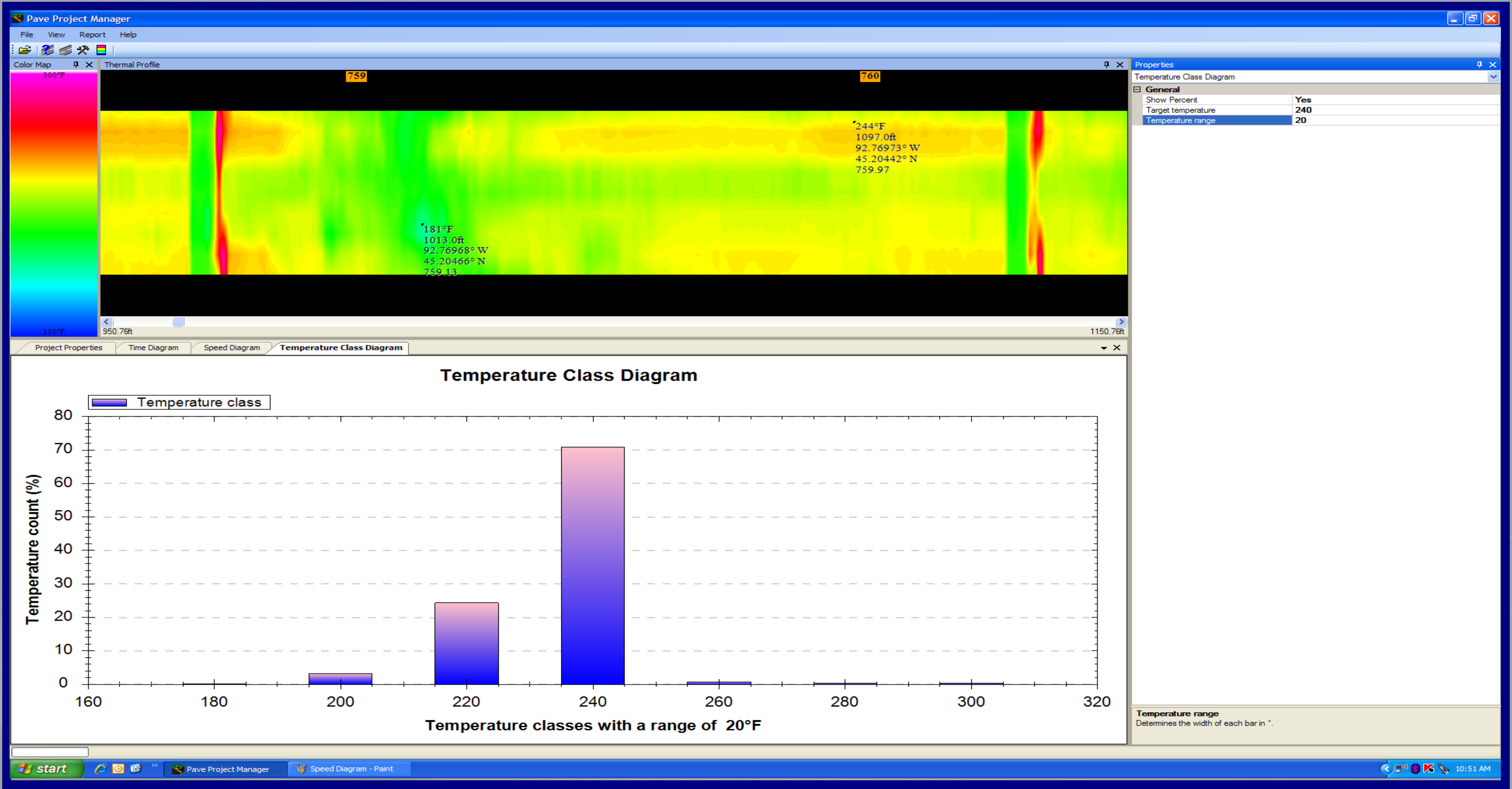
TIME DIAGRAM DISPLAYS PAVER STOPS



SPEED DIAGRAM DISPLAYS PAVING SPEED



TEMPERATURE DIAGRAM DISPLAYS TEMPERATURE GRAPH



PPM QC/QA REPORT GENERATION

Tex-244-F Part II

Thermal Profile Summary Report

Profile ID:	SH-114	Profile Date:	11/16/2009 7:38:53 PM
Profile Number:	1	Letting Date:	10/5/2009
Status:		Controlling CSJ:	
County:	Dallas	Spec Year:	2009
Tested By:	J. Lano (MOBA)	Spec Item:	
Test Location:	WALNUT HILL LN	Special Provision:	341-024
Material Code:	FC12	Mix Type:	
Material Name:			
Producer:	ABR		
Area Engeneer:		Project Manager:	

Course/Lift:	2	Temperature Differential Threshold:	25.0
Segment Length (ft):	150	Sensors Ignored:	-

Thermal Profile Results Summary

Number of Profiles	Moderate 25.0°F < differential <= 50.0°F		Severe differential > 50.0°F	
	Number	Percent	Number	Percent
55	6	11	10	18

ID: SH-114 Page: 1

Reports specific to various DOT specifications can be generated in PPM.

This report is based on TxDOT thermal specification Tex-244-F

TEX-244-F REPORT

Summary of Locations with Thermal Segregation

Profile Nr	Beginning Location Distance (ft)	Beginning Location GPS in °	Ending Location Distance (ft)	Ending Location GPS in °	Max Temp	Min Temp	Temperature Differential
2	150.50	96.95501 W, 32.88593 N	300.00	96.95462 W, 32.88572 N	309.9	283.8	26.1
20	2850.07	96.94865 W, 32.88120 N	2999.58	96.94837 W, 32.88087 N	316.8	257.9	58.9
21	3000.08	96.94837 W, 32.88087 N	3149.58	96.94813 W, 32.88054 N	311.2	248.9	62.3
23	3300.09	96.94787 W, 32.88020 N	3449.56	96.94762 W, 32.87986 N	327.2	297.3	29.9
31	4500.17	96.94655 W, 32.87720 N	4649.61	96.94649 W, 32.87680 N	324.1	296.6	27.5
33	4800.06	96.94645 W, 32.87639 N	4949.50	96.94642 W, 32.87600 N	310.1	284.5	25.6
36	5250.39	96.9464 W, 32.87519 N	5399.84	96.94639 W, 32.87480 N	318.9	291.4	27.5
47	6900.28	96.94559 W, 32.87085 N	7049.73	96.94546 W, 32.87045 N	336.7	307.0	29.7
48	7050.23	96.94546 W, 32.87045 N	7199.67	96.9452 W, 32.87014 N	351.7	294.1	57.6
49	7200.17	96.9452 W, 32.87014 N	7349.62	96.94497 W, 32.86979 N	351.0	284.7	66.2
50	7350.12	96.94497 W, 32.86979 N	7499.56	96.94474 W, 32.86944 N	349.7	264.4	85.3
51	7500.06	96.94474 W, 32.86943 N	7649.50	96.94451 W, 32.86909 N	348.8	268.3	80.5
52	7650.00	96.94451 W, 32.86909 N	7799.95	96.94425 W, 32.86876 N	349.7	257.9	91.8
53	7800.45	96.94425 W, 32.86876 N	7949.89	96.94399 W, 32.86842 N	352.0	247.3	104.8
54	7950.39	96.94399 W, 32.86842 N	8099.84	96.9437 W, 32.86809 N	348.4	262.9	85.5

ID: SH-114 Page: 2

Summary of Locations with Thermal Segregation

Profile Nr	Beginning Location Distance (ft)	Beginning Location GPS in °	Ending Location Distance (ft)	Ending Location GPS in °	Max Temp	Min Temp	Temperature Differential
55	8100.34	96.9437 W, 32.86809 N	8214.80	96.94349 W, 32.86786 N	328.8	243.9	85.0

Summary of Locations Without Thermal Segregation

Profile Nr	Beginning Location Distance (ft)	Beginning Location GPS in °	Ending Location Distance (ft)	Ending Location GPS in °	Max Temp	Min Temp	Temperature Differential
1	0.00	96.95544 W, 32.88615 N	150.00	96.95501 W, 32.88593 N	295.9	275.5	20.3
3	300.50	96.95462 W, 32.88572 N	450.00	96.95423 W, 32.88550 N	311.9	288.1	23.8
4	450.50	96.95422 W, 32.88550 N	599.50	96.95384 W, 32.88529 N	318.4	305.1	13.3
5	600.00	96.95383 W, 32.88529 N	749.51	96.95344 W, 32.88507 N	319.6	305.2	14.4
6	750.01	96.95344 W, 32.88507 N	899.51	96.95303 W, 32.88485 N	317.3	303.3	14.0
7	900.01	96.95303 W, 32.88485 N	1049.52	96.95262 W, 32.88462 N	313.0	290.1	22.9
8	1050.02	96.95262 W, 32.88462 N	1199.52	96.95223 W, 32.88441 N	300.9	283.5	17.5
9	1200.02	96.95222 W, 32.88441 N	1349.53	96.95182 W, 32.88418 N	303.1	285.6	17.5
10	1350.03	96.95182 W, 32.88418 N	1499.53	96.95145 W, 32.88394 N	305.1	291.7	13.3
11	1500.03	96.95145 W, 32.88393 N	1649.54	96.95109 W, 32.88368 N	308.3	294.6	13.7

ID: SH-114 Page: 3

- Specified in Texas, Ohio, Louisiana, Minnesota, Washington
- SHRP 2 Study completed(Recommend Implementation)
- SHRP 2 Research extension of 18 month to help states implement
- EveryDayCounts/IC
- NCAT Alabama Study
- AASHTO Spec Draft

Thank You!

Questions?

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