Project Overview

- Highway 1: South of Morro Bay
- 0.10’ - ½” OGFC with PG 58-34 PM on N/B lanes and shoulders/ no RAP allowed
- OGFC control section (0.5 mile)
- 3 WMA sections: Evotherm, Advera and Sasobit (0.5 mile each)
- Order of work – shoulder paving then mainline
- OBC: 6.5% determined by Caltrans
- Mixing temps by WMA suppliers
- Final compaction by 220°F (normally 250 °F) otherwise standard specification for OGFC
Selection Criteria

- Project funded by PPTG
- Innovative maintenance treatment
- Existing pavement is good
- OGFC used extensively in coastal areas in CA
- Paving temperature issues are a concern for central and north coast districts – more night paving
- Limited nationwide data available on OGFC with PM binders combined with WMA
- Visual performance evaluation
- Low risk project for district
- If you are going to do a demo project, have it by a beach!
The Project Team

- Thanks to:
  - Dr. Shakir Shatnawi, Caltrans: PPTG for funding
  - Steve Price, Kelly McClain, and Armin Asefvaziri of District 5 Maintenance for project design efforts
  - WMA suppliers for tech and specification assistance
  - Dan Miller, Charlie Hench, Robert Bonilla and the rest of the District 5 Construction staff
  - The Reference Sample Program staff (Hawaiian shirts) for behind the scenes assistance
  - Terrie Bressette, METS - Chief of the Office of Flexible Pavements. My boss - enough said!
The Project Team

And last, but not least:

- Glenn Johnson - District 5 Materials Engineer and staff, for finding this project in the first place
  - Danilo Ramirez
  - Jeff Rush

A brave guy!
Safety Briefing

Dan Miller – District 5 Construction Engineer