

2026 PAPA/PENNDOT BUS TOUR

BUREAU OF CONSTRUCTION AND MATERIALS BEST PRACTICES & UPDATES



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Pennsylvania
Department of Transportation

NOTCHED WEDGE JOINT CONSTRUCTION



NOTCHED WEDGE JOINT CONSTRUCTION

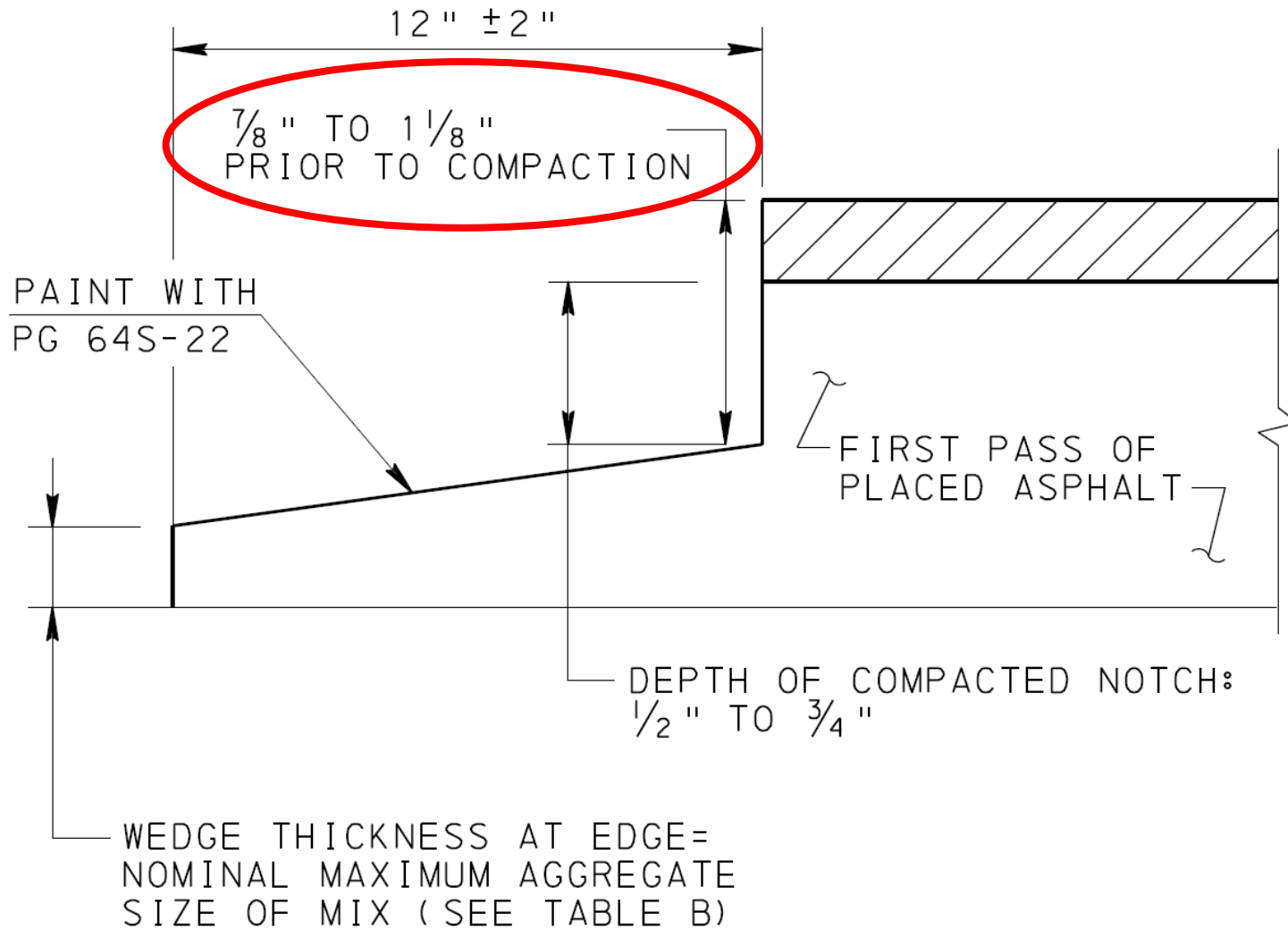


Left – wedge only, not a notched wedge

Right – notched material completely rolls out under compaction equipment

Both unacceptable

NOTCHED WEDGE JOINT CONSTRUCTION



LONGITUDINAL NOTCHED WEDGE JOINT

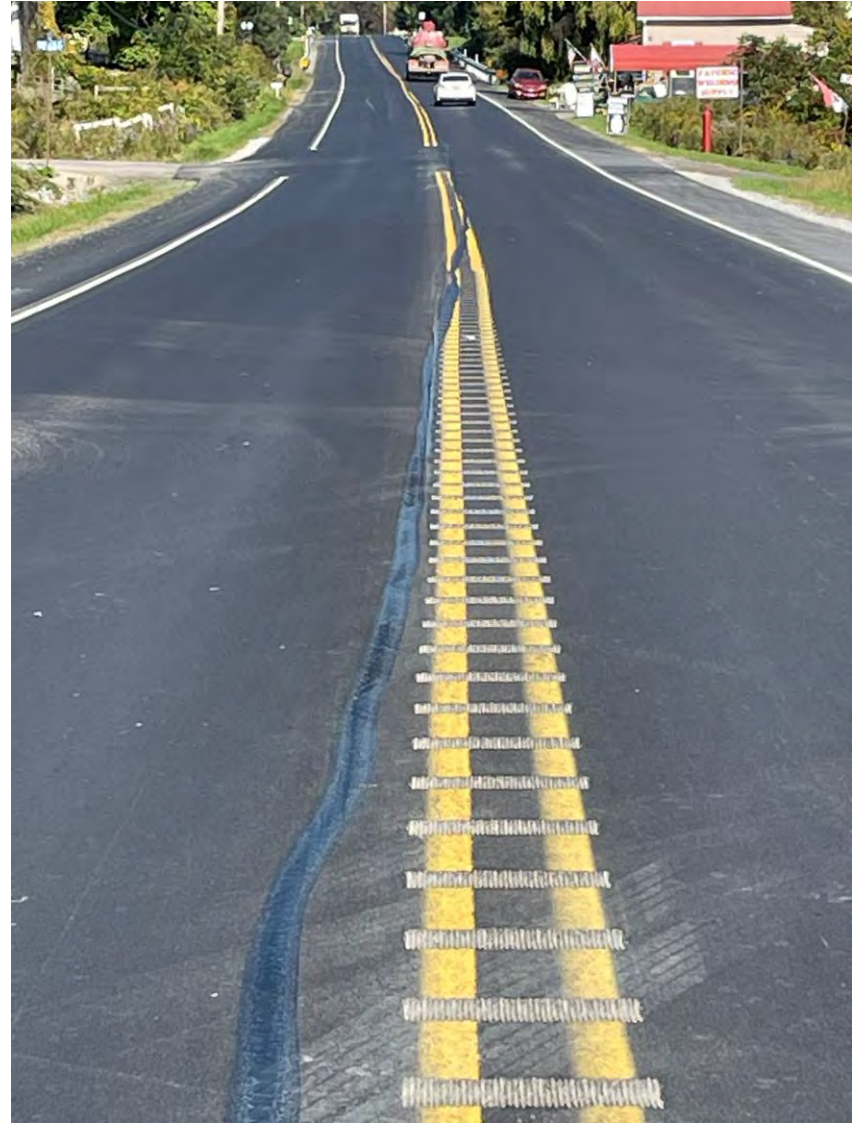
NOTCHED WEDGE JOINT CONSTRUCTION



NOTCHED WEDGE JOINT CONSTRUCTION



TRUE LINE WHEN PAVING



TRUE LINE WHEN PAVING



TACK COAT APPLICATION



Left – streaky and non-uniform application

Right – poor attempt at hand application,
spec requires distributor applied tack coat

Both unacceptable

TACK COAT APPLICATION



TACK COAT APPLICATION



TACK COAT APPLICATION



Right – uniform coverage, previously applied PG binder to longitudinal joint

Left – closeup of same distributor using double overlap, every other nozzle turned off

Acceptable application



TACK COAT BEYOND THE LIMITS OF PAVING



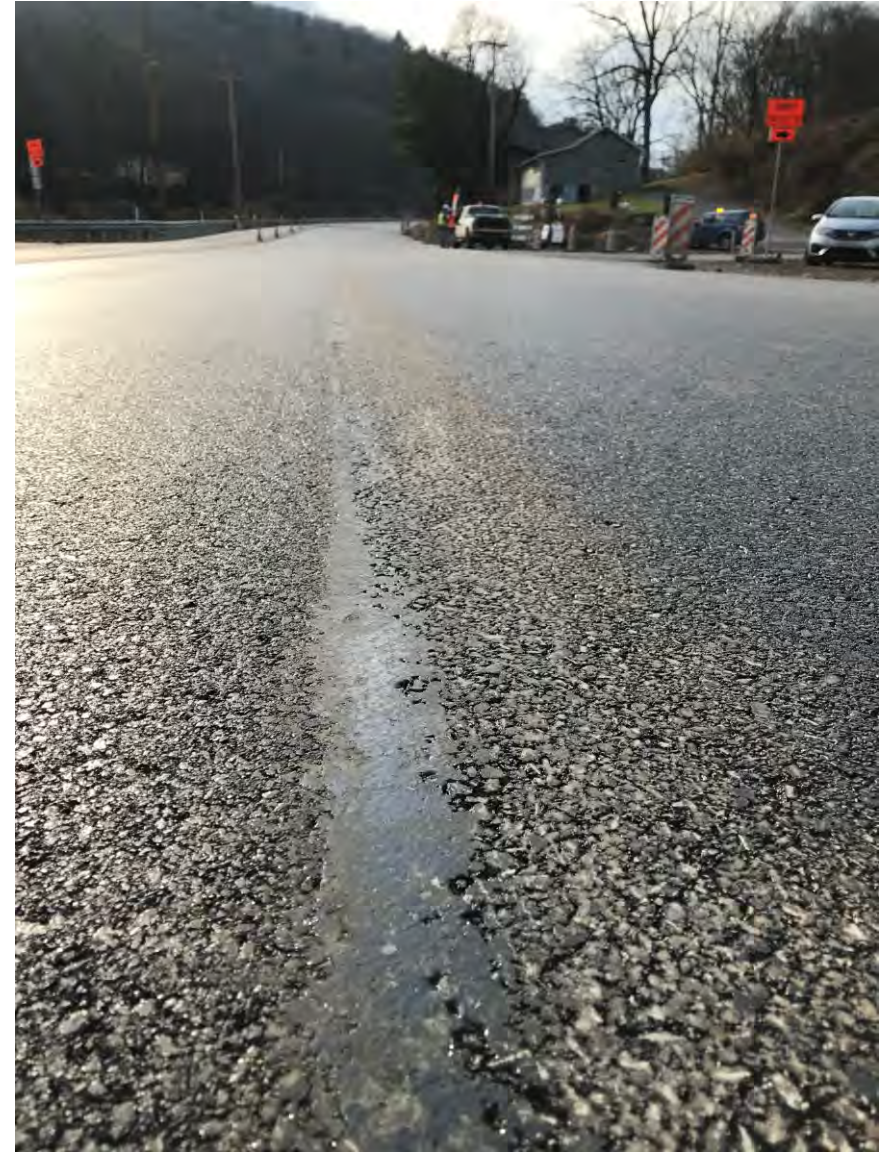
TACK COAT BEYOND THE LIMITS OF PAVING



PG BINDER ON THE LONGITUDINAL JOINT



PG BINDER ON THE LONGITUDINAL JOINT



TUNNEL AND AUGER EXTENSIONS



When practical, tunnel and auger extensions should be placed within 12 to 18 inches of the end gate

TUNNEL AND AUGER EXTENSIONS



Two examples of proper use



MANUFACTURED HOPPER INSERT



Left – raised wings with plywood, not an acceptable manufactured hopper insert
Right – manufactured hopper insert properly used with Material Transfer Vehicle

TRANSVERSE JOINTS



Transverse Joints – checking with a straightedge. Note use of starter blocks to match the roll down depth (best practice)

KEEP ROLLER DRUMS WET



Ensure roller drums stay wet to avoid material pickup



SPECIFICATION CHANGES UPDATE

- H-25-017 – Pub 408 Section 404 – Evaluation of Asphalt Pavement Ride Quality and Payment of Incentive
 - Revisions modified the payment structure for ride incentive by making it linear approach rather than the previous tiered structure.

TABLE A Payment Schedule for Ride Quality Incentive	
SCHEDULE A	
For Expressway Work Using Three Operations	
MRI inches/mile/lot	Amount
≤ 35	\$600
≤ 50	\$300
≤ 60	\$150
≤ 70 *	\$0
> 70	Corrective action required
SCHEDULE B	
For Expressway Work Using Two Operations and Non-Expressway Work Using Two or More Operations	
MRI inches/mile/lot	Amount
≤ 45	\$600
≤ 55	\$300
≤ 70	\$150
≤ 90 *	\$0
> 90	Corrective action required
* Maximum acceptable MRI	

408/2026 Initial Edition

TABLE A Payment Schedule for Ride Quality Incentive	
SCHEDULE A	
For Expressway Work Using Three Operations	
MRI inches/mile/lot	Amount
≤ 35.0	\$600
> 35.0 to 65.0	\$1300 – (20 x MRI)
65.0 to ≤ 70.0 *	\$0
> 70.0	Corrective action required
SCHEDULE B	
For Expressway Work Using Two Operations and Non-Expressway Work Using Two or More Operations	
MRI inches/mile/lot	Amount
≤ 45.0	\$600
> 45.0 to ≤ 75.0	\$1500 – (20 x MRI)
> 75.0 to ≤ 90.0 *	\$0
> 90.0	Corrective action required
* Maximum acceptable MRI	

408/2026 Change 1



SPECIFICATION CHANGES UPDATE

- Pub 408 Section 413 & POM C/4/8 – Asphalt Temperature Checks
 - Allows the use of an infrared temperature device if trucks can't be provided with holes in the truck bed.
 - Two infrared temperature devices – to be provided by the contractor
 - Documentation of annual device verification through an independent service or blackbody calibration block
 - Special provision implementation – projects let on/after July 17, 2026
 - Spec. changes to be incorporated into Pub 408/2026, change 2
 - Project Office Manual - SOL to be issued in early September 2026 to implement policy for inspectors



Image: weatherstationadvisor.com

SPECIFICATION CHANGES UPDATE

- Pub 408 Sections 313, 314, 360, 413 Asphalt Pavement Depth Deficiency
 - Tests for depth are being revised to provide clarification on the process when deficient depth measurements are present
 - Obtain additional pavement cores every 50 feet longitudinally to delineate the area deficient in depth
 - Special provision implementation – projects let on/after July 17, 2026
 - Spec. changes to be incorporated into Pub 408/2026, change 2
- Proposed future change to eliminate 37.5 mm NMAS asphalt mixtures and items due to production issues, segregation and low current usage.



PRE-PAVE MEETINGS

- Pub. 408 Section 413.3(a)2, Preplacement Meeting
 - Specifications
 - QC Plan
 - Sequence of Paving
 - Mixture Acceptance
 - Density Acceptance
 - Care & Custody of Acceptance Samples
 - Coming Soon:
 - Asphalt Mixture Temperature Checks
- What you get out of a Preplacement Meeting is what you put into it!!!
- Any specification change agreed to at the meeting needs to be placed into an Authorization for Contract Work!!!



Questions or Comments?

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