

Request for Research Funding for FY 2022-2023

SPR Subpart B Project: SMO-23-08

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| Requesting Office | SMO | Priority | 8 of 10 |
| Proposed Title | Use of High Density Mineral Bond on Low Friction Pavements | | |
| Justification | High density mineral bond (HDMB) has recently been used as a sealer/protectant on the Department's system in areas such as interstate shoulders and parking lots where friction course mixtures are not required. This study would investigate if HDMB provides sustained adequate friction values when subjected to traffic for multiple years. Additionally, it would determine if areas with low or marginal friction numbers could be improved with the used of HDMB. | | |
| Impact | On occasion, friction values can diminish below adequate levels. The use of HDMB to mitigate these instances would provide a cost-effective alternative to resurfacing if the friction values do not diminish with traffic. | | |
| Affected Offices | Materials, Maintenance, Safety | | |
| Existing Work | No known research on the use of high density mineral bond related to improving friction or polishing has been performed on FDOT pavements. | | |
| Keywords Used In Existing Work Search (Cannot leave blank) | High density mineral bond | | |
| Related Contracts (Give contract numbers) | None. | | |
| Funding Request | \$35,000 | Anticipated Duration | 36 months |
| Project Manager | Howie Moseley | Contracting Method | In-house. The funding would be used to pave the test section on SR 26. |
| Equipment | NA | NA | |
| Urgency | 5 of 10 | This project could provide a quick/cost effective solution for pavements with low friction numbers. | |
| Implementability | Score 1-5 1=greatest likelihood of and proximity to implementing results | 1, This project will determine if HDMB is an effective mitigation strategy for improving low friction numbers to an acceptable level. | |
| Project Benefits | | | |
| This project will determine if high density mineral bond (HDMB) is an effective mitigation strategy for pavement with existing low friction numbers. The cost of placing HDMB is less than half the cost of paving a thin friction course. | | | |
| Project Benefits | Quantifiable Benefits | Methodology or Data Sources Used to Determine Quantifiable Benefits. If not applicable, please give justification of project benefits | |
| ○ Material Savings | Cost of mitigation | The cost of HDMB is less than half the cost of placing a friction course. | |