





# Florida Department of Transportation

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SECRETARY

## MEMORANDUM

**DATE:** November 27, 2006  
**TO:** Specification Review Distribution List  
**FROM:** Duane F. Brautigam, P.E., State Specifications Engineer  
**SUBJECT:** Proposed Specifications Change: 1600000 Stabilizing

In accordance with Specification Development Procedures, we are sending you a copy of a proposed new specification change for Stabilizing.

This change was proposed by Tom Malerk of the State Materials Office to reflect new requirements for traffic and non-traffic construction.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965DB or duane.brautigam@dot.state.fl.us. Comments received after December 25, 2006 may not be considered. Your input is encouraged.

DFB/ft

Attachment

COMMENTS:

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Submitted by:

Phone #:

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## STABILIZING (REV 11-1-06)

SECTION 160 (pages 188 – 196) are deleted and the following substituted:

### SECTION 160 STABILIZING

#### 160-1 Description.

Stabilize designated portions of the roadbed to provide a firm and unyielding subgrade, having the required bearing value specified in the plans. When specified in the plans, provide additional strengthening of the subbase by additional stabilizing of the upper portion of the previously stabilized subgrade, within the limits specified. ~~Perform work in accordance with an approved Quality Control Plan meeting the requirements of 6-8.~~

#### 160-2 Stabilized Subgrade.

For stabilized subgrade, choose the type of material, Commercial or Local. ~~When the stabilizing is designated as Type B, the Engineer will determine compliance with the bearing value requirements by testing in accordance with FM 5-515 (Florida Method of Test for Limerock Bearing Ratio) the Limerock Bearing Ratio (LBR) Method. If approved by the Engineer and only for materials requiring an LBR value of 40, the Engineer may omit Sections 6.0 and 6.1 of Florida Method of Test for Limerock Bearing Ratio (FM 5-515) and perform an Unsoaked LBR Test. The Engineer or the Contractor may request to use this method. If the Unsoaked LBR Test results in a failing test, then the Engineer will perform a standard Soaked LBR Test.~~

Take responsibility for making the finished roadbed section meet the bearing value requirements, regardless of the quantity of stabilizing materials necessary to be added. ~~Also, the~~ *The* Department will make full payment for any areas where the existing subgrade materials meet the design bearing value requirements without the addition of stabilizing additives, as well as areas where the Contractor may elect to place select high-bearing materials from other sources within the limits of the stabilizing.

After substantially completing the roadbed grading operations, determine the type and quantity (if any) of stabilizing material necessary for compliance with the bearing value requirements. Notify the Engineer of the approximate quantity to be added. Obtain the Engineer's approval for spreading and mixing-in of such quantity of materials to achieve uniformity and effectiveness.

The Engineer may allow, at no additional cost to the Department, the substitution of 6 inches of Granular Subbase meeting the requirements of Section 290, when 12 inches of Type B Stabilization requiring an LBR value of 40 is specified.

#### 160-3 Stabilized Subbase.

When Stabilized Subbase is required, after the mixing operations for the stabilization of the entire subgrade limits, strengthen the upper portion of the subgrade, within the limits shown, by adding and mixing-in a loose depth of commercial stabilizing

material as designated in the plans or as may be otherwise designated by the Engineer. Provide a minimum depth of spread 3 inches (loose measurement).

#### **160-4 Materials.**

**160-4.1 Commercial and Local Materials:** Meet the requirements of Section 914 for the particular type of stabilizing material to be used.

**160-4.2 Use of Materials from Existing Base:** When the use of materials from an existing base is required as all, or a portion, of the stabilizing additives, the Engineer will direct the location, placement, and distribution of such materials. Perform this work prior to the spreading of any additional commercial or local materials. Do not remove any section of existing base until the need for it in maintaining traffic is fulfilled.

The Engineer may direct the Contractor to use materials from an existing base. ~~in combination with either of the designated types of stabilizing.~~

#### **160-5 Construction Methods.**

**160-5.1 General:** ~~A LOT is defined as a single lift of finished Subgrade, not to exceed 500 feet.~~ Isolated mixing operations will be considered as separate ~~LOTS~~sections. Curbspads and shoulders compacted separately shall be considered separate ~~LOTS~~sections. Isolated compaction operations will be considered as separate ~~LOTS~~sections. For multiple phase construction, a ~~LOT~~section shall not extend beyond the limits of the phase. Prior to the beginning of stabilizing operations, construct the area to be stabilized to an elevation such that, upon completion of stabilizing operations, the completed stabilized subgrade will conform to the lines, grades, and cross-section shown in the plans. Prior to spreading any additive stabilizing material, bring the surface of the roadbed to a plane approximately parallel to the plane of the proposed finished surface.

The Contractor may process the subgrade to be stabilized in one course, unless the equipment and methods being used do not provide the required uniformity, particle size limitation, compaction, and other desired results, in which case, the Engineer will direct that the processing be done in more than one course.

*160-5.1.1 Work Categories: The categories of the various work required are defined as follows:*

***160-5.1.1.1 Non-Traffic Construction:** Includes construction unattached to the roadway for bike paths, sidewalks, non-traffic applications and shoulder-only construction. For Non-Traffic Construction, meet the requirements of 120-8.1.2. Substitute AASHTO T 180 for AASHTO T 99, and meet the acceptance criteria of 160-7.2*

***160-5.1.1.2 Traffic Construction:** Includes construction associated with the placement and/or construction of mainline pavement lanes, turn lanes, ramps, concrete box culverts, and retaining wall systems. For Traffic Construction, meet the requirements of 120-8.1.1.*

**160-5.2 Application of Stabilizing Material:** When additive stabilizing materials are required, spread the designated quantity uniformly over the area to be stabilized.

When materials from an existing base are to be used in the stabilizing at a particular location, place and spread all of such materials prior to the addition of other stabilizing additives.

Spread commercial stabilizing material by the use of mechanical material spreaders, except that where use of such equipment is not practicable, use other means of spreading, but only upon written approval of the proposed alternate method.

**160-5.3 Mixing:** Perform mixing using rotary tillers or other equipment meeting the approval of the Engineer. The Contractor may mix the materials in a plant of an approved type suitable for this work. Thoroughly mix the area to be stabilized throughout the entire depth and width of the stabilizing limits.

Perform the mixing operations, as specified, (either in place or in a plant) regardless of whether the existing soil, or any select soils placed within the limits of the stabilized sections, have the required bearing value without the addition of stabilizing materials.

**160-5.4 Maximum Particle Size of Mixed Materials:** At the completion of the mixing, ensure that the gradation of the material within the limits of the area being stabilized is such that 97% will pass a 3 1/2 inch sieve and that the material does not have a plasticity index greater than eight or liquid limit greater than 30. Remove any materials not meeting the plasticity requirements from the stabilized area. The Contractor may break down or remove from the stabilized area materials, including clay lumps or lumps made of clay-size particles (any particle size 2 microns or less), not meeting the gradation requirements.

**160-5.5 Compaction:** Except where a stabilized subbase is also to be constructed (as specified in 160-6), after completing the mixing operations and satisfying the requirements for bearing value, uniformity, and particle size. Compact the materials at a moisture content permitting the specified compaction in 160-7.2.3. If the moisture content of the material is improper for attaining the specified density, either add water or allow the material to dry until reaching the proper moisture content for the specified compaction.

**160-5.6 Finish Grading:** Shape the completed stabilized subgrade to conform with the finished lines, grades, and cross-section indicated in the plans. Check the subgrade using elevation stakes or other means approved by the Engineer.

**160-5.7 Requirements for Condition of Completed Subgrade:** After completing the stabilizing and compacting operations, ensure that the subgrade is firm and substantially unyielding to the extent that it will support construction equipment and will have the bearing value required by the plans.

Remove all soft and yielding material, and any other portions of the subgrade which will not compact readily, and replace it with suitable material so that the whole subgrade is brought to line and grade, with proper allowance for subsequent compaction.

**160-5.8 Maintenance of Completed Subgrade:** After completing the subgrade as specified above, maintain it free from ruts, depressions, and any damage resulting from the hauling or handling of materials, equipment, tools, etc. The Contractor is responsible for maintaining the required density until the subsequent base or pavement is in place including any repairs, replacement, etc., of curb and gutter, sidewalk, etc., which might become necessary in order to recompact the subgrade in the event of underwash or other damage occurring to the previously compacted subgrade. Perform any such recompaction at no expense to the Department. Construct and maintain ditches and drains along the completed subgrade section.

**160-6 Stabilized Subbase (Additional Strengthening of Upper Portion).**

When a stabilized subbase is to be constructed in conjunction with the stabilization operations, after the mixing of the stabilization area as specified in 160-5.3, and determination that the bearing value requirements specified in 160-7.2.1 have been met, shape the area over which the stabilized subbase is to be constructed as provided in 160-5.1, and compact it sufficiently to provide a firm surface for the operations to follow. Spread the amount of commercial stabilizing material specified in 160-3 for this operation, in accordance with 160-5.2, and mix it to the depth indicated in the plans, in accordance with 160-5.3. Allow a tolerance of 1 inch in excess of the plan depth in this mixing. The Engineer will not perform any additional tests for bearing value after the mixing of materials for the Stabilized Subbase.

Compact and finish grading, as specified in 160-5.5 and 160-5.6, and meet the provisions of 160-5.4, 160-5.7, and 160-5.8 for this work.

When commercial materials are used as the stabilizing additives for the initial subgrade stabilization, the Engineer may eliminate the work of Stabilized Subbase, either entirely or in designated sections of the overall limits for this work as may be specified in the plans.

**160-7 Acceptance Program.**

**160-7.1 General Requirements:** Meet the requirements of 120-10.4, except use 160-7.2 instead of 120-10.2, *160-7.3 instead of 120-10.3, and 160-7.4 instead of 120-10.4.*

**160-7.2 Acceptance Criteria:**

**160-7.2.1 Bearing Value Requirements:**

**160-7.2.1.1 General:** Within the entire limits of the width and depth of the areas to be stabilized, obtain the required minimum bearing value for each **LOT** section. For any area where the bearing value obtained is deficient from the value indicated in the plans, in excess of the tolerances established herein, spread and mix additional stabilizing material in accordance with 160-5.3. Perform this reprocessing for the full width of the roadway being stabilized and longitudinally for a distance of 50 feet beyond the limits of the area in which the bearing value is deficient.

Determine the quantity of additional stabilizing material to be used in reprocessing.

*Meet the requirements of 161 when using predesign stabilization for Non-Traffic Construction.*

**160-7.2.1.2 Undertolerances in Bearing Value Requirements:**

Use the following undertolerances from the specified bearing value, as based on tests performed on samples obtained after completing mixing operations:

Specified Bearing Value	Tolerance
LBR 40	5.0
LBR 35	4.0
LBR 30 (and under)	2.5

The following unsoaked bearing value requirement is based on tests performed on samples obtained after completing mixing operations:

Specified Bearing Value	Unsoaked Bearing Value Required	Tolerance
LBR 40	LBR 43	0.0

**160-7.2.2 Mixing Depth Requirements:** Do not exceed individual *plan* depth ~~tolerance~~ *thickness by more than* ~~of~~ 2 inches or ~~exceed~~ *LOT* ~~section~~-average depth ~~tolerance~~ *thickness of* ~~by more than~~ 1 inch *measured to the nearest 0.25 inch. No undertolerance of mixing depth is allowed.*

As an exception to the above mixing requirements, where the subgrade is of rock, the Engineer may waive the mixing operations (and the work of stabilizing), and the Department will not pay for stabilization for such sections of the roadway.

**160-7.2.3 Density Requirements:**

**160-7.2.3.1 General:** Within the entire limits of the width and depth of the areas to be stabilized, other than as provided in 160-7.2.3.2, obtain a minimum density at any location of 98% of the Modified Proctor maximum density as determined by FM 1-T 180, Method D.

**160-7.2.3.2 Exceptions to Density Requirements:** The Contractor need not obtain the minimum density specified in 160-7.2.3.1 if within the following limits:

- (a) The width and depth of areas which are to be subsequently incorporated into a base course under the same contract.
- (b) The upper 6 inches of areas to be grassed under the same contract. Compact these areas to a reasonably firm condition as directed by the Engineer.

**160-7.2.4 Frequency:** Conduct QC sampling and testing at a minimum frequency listed in the table below. The Engineer will perform Verification sampling and tests at a minimum frequency listed in the table below.

<i>Traffic Construction</i>		
Test Name	Quality Control	Verification
Modified Proctor Maximum Density	One per 1000 consecutive feet	One per <i>four passing QC tests</i>
Density	One per 500 feet	One per <i>four passing QC tests</i>
Stabilizing Mixing Depth	Three per 500 feet	Witness
Limerock Bearing Ratio	One per 1000 consecutive feet	One per <i>four passing QC tests</i>

<i>Non-Traffic Construction</i>		
Test Name	Quality Control	Verification
Modified Proctor Maximum Density	One per two days	One per four days
Density – Rolling Pattern Test Section	Five per 500 feet	Two per 500 feet
Stabilizing Mixing Depth	Three per 500 feet	Witness
Rolling Pattern	One per section per day	N.A.
Proof roll	One per section per day	<i>Witness</i>
Limerock Bearing Ratio	One per two days	One per four days
Density & Moisture – Production	N.A.	One per two days

### 160-7.3 Additional Requirements:

#### 160-7.3.1 Quality Control Testing:

**160-7.3.1.1 Bearing Values:** ~~Ensure compliance with 160-7.2.1 by sampling and testing~~ Test the Stabilized Subgrade *sample collected in 160-7.3.1.3.* ~~for determining the Limerock Bearing Ratio (LBR) in accordance with FM 5-515 and 160-7.2.4. Determine test locations including Stations and Offsets, using the Random Number generator provided by the Department, based on the two LOTS under consideration.~~

**160-7.3.1.2 Mixing Depth Requirements:** Meet required plan mixing-depths by measuring from the proposed Final Grade Line. ~~Ensure compliance with 160-7.2.2.~~ *Determine test locations including Stations and Offsets, using the Random Number generator provided by the Department. -Notify the engineer a minimum of 24 hours before checking mixing depths.* ~~Determine test locations including Stations and Offsets, using the Random Number generator provided by the Department.~~ Record results on forms supplied by the Department.

**160-7.3.1.3 Modified Proctor Maximum Density Requirement:** Collect enough material to split and create three separate samples. ~~Retain a Verification sample and Resolution sample for the Engineer until the Engineer accepts the eight LOTS represented by the samples.~~ *Determine test locations including Stations and Offsets, using the Random Number generator provided by the Department, based on the 1000 feet under consideration for Traffic Construction or two day's production for Non-Traffic Construction.* Retain *the* Verification and Resolution samples for the *Department* until the Engineer accepts the *4000 feet for Traffic Construction or two day's production for Non-Traffic Construction* represented by the samples.

#### 160-7.3.2 Department Verification Tests:

**160-7.3.2.1 Bearing Value:** The Engineer will ~~sample and~~ test the Stabilized Subgrade *sample collected in 160-7.3.2.3* for determination of the LBR in accordance with FM 5-515. ~~The Engineer will select test locations, including Stations and Offsets, using a Random Number generator, based on the eight LOTS under consideration.~~

**160-7.3.2.2 Mixing Depth Requirements:** The Engineer will ~~measure the mixing depth from the proposed Final Grade Line~~ *witness the contractor's mixing depth checks of each 500 foot section to ensure compliance with 160-7.2.2* . ~~The Engineer will select test locations, including Stations and Offsets, using a Random Number generator.~~

**160-7.3.2.3 Modified Proctor Maximum Density:** The Engineer will randomly select one of the *two split samples for Non-Traffic Construction or one of the* four split samples *for Traffic Construction* and test in accordance with FM 1-T 180, Methods D.

**160-7.4 Verification Comparison Criteria and Resolution Procedures:**

**160-7.4.1 Bearing Value:** If the Department's Verification test meets the requirements of 160-7.2.1, then the Engineer will accept the ~~eight LOTS~~ *4000 feet for Traffic Construction or four day's production for Non-Traffic Construction*. Otherwise, the Engineer will *collect the Resolution split sample corresponding to the Verification sample tested.* ~~obtain one additional sample of material taken from a randomly selected location within the eight LOTS in question.~~ The State Materials Office or an AASHTO accredited laboratory designated by the State Materials Office will perform Resolution testing. The material will be sampled and tested in accordance with FM 5-515.

If the Resolution Testing results meet the requirements of 160-7.2.1 then the Engineer will accept the ~~eight LOTS~~ *4000 feet for Traffic Construction or four day's production for Non-Traffic Construction* in question, otherwise reprocess all ~~eight LOTS~~ *4000 feet for Traffic Construction or four day's production for Non-Traffic Construction* in accordance with 160-5 and retest in accordance with 160-7.3.1.1.

**160-7.4.2 Mixing Depth Thickness:** ~~If the Department's Verification test meets the requirements of 160-7.2.2, then the Engineer will accept that LOT, otherwise retest the LOT at a site within a 5 feet radius of the Verification test location and observe the following:~~

- ~~1. If the Quality Control retest meets the requirements of 160-7.2.2, then the Engineer will accept that LOT.~~
- ~~2. If the QC Re-test confirms shallow depth, re-mix the LOT to an appropriate Depth and re-measure in accordance with 160-7.3.1.2. The Engineer may re-verify in accordance with 160-7.3.2.2.~~
- ~~3. If the QC re-test confirms extra deep mixing, conduct an additional QC density test after compaction for the bottom 12 inches of the subgrade for that LOT in addition to the QC Density testing for top 12 inches. The additional Density test must meet the requirements of 160-7.2.3.~~

*The Department will witness the mixing depth checks.*

- 1. If the depth checks meet the requirements of 160-7.2.2 the engineer will accept that 500 foot section or day's production.*
- 2. If the depth checks confirms shallow depth, re-mix the 500 feet or production section to an appropriate Depth and re-measure in accordance with 160-7.3.1.2. The Engineer will repeat the witness process.*
- 3. If the depth checks confirm extra deep mixing, conduct an additional QC density test after compaction for the bottom 12 inches of the subgrade for that 500 feet or production section in addition to a QC density test for the top 12 inches. The additional Density test must meet the requirements of 160-7.2.3.*

**160-7.4.3 Modified Proctor Maximum Density Determination:** The Engineer will verify the Quality Control results of the ~~eight 4000~~ consecutive ~~LOTS~~~~feet~~ ~~for Traffic Construction or four day's production for Non-Traffic Construction~~, if the Verification test result compares within 4.5 lb/ft<sup>3</sup> of the ~~corresponding~~ QC result ~~for the corresponding LOTS~~. Otherwise, the Engineer will collect the Resolution split sample corresponding to the Verification sample tested. The State Materials Office or an AASHTO accredited laboratory designated by the State Materials Office will perform Resolution testing. The material will be sampled and tested in accordance with FM 1-T 180, Method D.

The Engineer will compare the Resolution Test results with the Quality Control test results. If the Resolution Test result is within 4.5 lb/ft<sup>3</sup> of the corresponding Quality Control test result, the Engineer will use the Quality Control test results for material acceptance purposes for each corresponding ~~1000 pair of LOTS~~~~feet sections for Traffic Construction or two day's production for Non-Traffic Construction~~. If the Resolution test result is not within 4.5 lb/ft<sup>3</sup> of the corresponding Quality Control test, the Engineer will collect the remaining Verification split samples for testing. Verification Test results will be used for material acceptance purposes for the ~~eight LOTS~~ ~~4000 feet for Traffic Construction or four day's production for Non-Traffic Construction~~ in question.

**160-7.4.4 Density:** When a Verification or Independent Verification density test does not meet 160-7.2.3 (Acceptance Criteria), retest the ~~LOT~~~~section or production area~~ at a site within a 5 feet radius of the Verification test location and observe the following:

1. If the Quality Control retest meets the Acceptance Criteria and compares favorably with the Verification or Independent Verification test, the Engineer will accept the ~~four LOTS~~ ~~2000 feet or production area~~ in question.
2. If the Quality Control retest does not meet the Acceptance Criteria and compares favorably with the Verification or Independent Verification test, rework and retest the material in that ~~LOT~~~~section or production area~~. The Engineer will re-verify the ~~four LOTS~~ ~~2000 feet or production area~~ in question.
3. If the Quality Control retest and the Verification or Independent Verification test do not compare favorably, complete a new equipment-comparison analysis as defined in 120-10.1.2. Once acceptable comparison is achieved, retest the ~~four LOTS~~ ~~2000 feet or production area~~. The Engineer will perform new verification testing. Acceptance testing will not begin on a new ~~LOTS~~~~section or production area~~ until the Contractor has a gauge that meets the comparison requirements.

## **160-8 Method of Measurement.**

**160-8.1 Type B Stabilization and Type C Stabilization:** The quantity to be paid for will be the plan quantity, in square yards, completed and accepted.

**160-8.2 Stabilized Subbase:** The quantity to be paid for will be the area, in square yards, completed and accepted.

**160-8.3 Commercial Stabilizing Material:** The quantity to be paid for separately will be determined by measurement, loose volumes, in truck bodies, at the point of unloading.

**160-9 Basis of Payment.**

**160-9.1 Type B Stabilization and Type C Stabilization:** Price and payment will constitute full compensation for all work specified in this Section applicable to these types of Stabilization, including furnishing and spreading of all stabilizing material required and any reprocessing of stabilization areas necessary to attain the specified bearing value.

**160-9.2 Stabilized Subbase:** Price and payment will constitute full compensation for the work of incorporating the additional commercial stabilizing material into the designated subbase area.

**160-9.3 Commercial Stabilizing Material:** Price and payment will be full compensation for furnishing and spreading commercial stabilizing material.

No separate payment will be made for any commercial stabilizing material which the Contractor may elect to use ~~in Type B or Type C Stabilization~~.

No separate payment will be made for the work of using materials from an existing base, in the stabilizing section.

**160-9.4 General:** The above prices and payments will constitute full compensation for all work and materials specified in this Section, specifically including all costs of the processing and incorporation of existing base materials into the proposed stabilization area when such work is required by the plans.

If the item of Borrow Excavation is included in the Contract, any stabilizing materials obtained from designated borrow areas will be included in the pay quantity for Borrow Excavation.

**160-9.5 Payment Items:** Payment will be made under:

- Item No. 160- 3- Commercial Stabilizing Material - per cubic yard.
- Item No. 160- 4- Type B Stabilization - per square yard.
- ~~Item No. 160- 5- Type C Stabilization - per square yard.~~
- Item No. 160- 6- Stabilized Subbase - per square yard.