2870000 – Asphalt Treated Permeable Base
Response To Comments From Industry Review

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Comments:

1. This proposed specification changes the asphalt content from a range of 2-3% to an absolute effective AC of 3.0%. We have recently been placing some ATPB on I-4 in Orlando and our mix design is total AC of 2.5%. This mix is running well and we are concerned that increasing the AC to an effective content of 3.0% will make the mix much more difficult to produce, gum up the plant, and be more difficult to place. The words used by our plant and field production personnel were “gooey”, “sticky”, etc.
2. In the Design Standards, the ATPB is shown to be placed over 1” Type SP. There are two issues we have faced that should be addressed in the specifications:
    a. The specs should clarify that this 1” layer of Superpave Asphalt is to be non-density.
    b. The specs should clarify whether this 1” layer of Superpave is paid under 334 pay item by the ton, or if this 1” is to be calculated into the cy pay item for 287.

Responses:

1. The wording in the specification will be modified. Total asphalt content will be used instead of effective asphalt content. The design asphalt content range will be changed from 2.0-3.0% to 2.0-4.0%. The Engineer has the option to adjust the asphalt content within this range during the mix design process. The reasoning for the increased asphalt content is due to observation of stripping for some older projects. The revised specification wording is shown below:

287-3.2 Mix Design: Submit a proposed mix design along with representative samples of all component materials to the Engineer, at least two weeks before the scheduled start of production. Establish the design asphalt content within the range of 2.0-4.0%, by weight of total mixture. During the mix design process, the Engineer may adjust the asphalt content within the 2.0-4.0% range. The Engineer may increase or decrease the specified asphalt content during production of the mix after testing and visual inspection. Ensure that a minimum of 95% of the aggregate is coated. There will be no separate payment for the bituminous material in the mix. Establish the mix temperature within the range of 230ºF to 250ºF, or as approved by the Engineer.

2.
a) Agree with reviewer. The specification language in 334-5.1.1.2 was modified, as follows:

Density testing for acceptance will not be performed on widening strips or shoulders with a width of 5 feet or less, open-graded friction courses, variable thickness overbuild courses, leveling courses, first lift of asphalt base course placed on subgrade, asphalt layers placed directly on stabilization layers, miscellaneous asphalt pavement, or any course with a specified

thickness less than 1 inch or a specified spread rate that converts to less than 1 inch as described in 334-1.4. In addition, density testing for acceptance will not be performed on the following areas when they are less than 1,000 feet in length: crossovers, intersections, turning lanes, acceleration lanes, deceleration lanes, shoulders, parallel parking lanes or ramps. Compact these courses (with the exception of open-graded friction courses) in accordance with the rolling procedure (equipment and pattern) as approved by the Engineer or with Standard Rolling Procedure as specified in 330-10.1.2. In the event that the rolling procedure deviates from the procedure approved by the Engineer, or the Standard Rolling Procedure, placement of the mix shall be stopped.

b) The Design Standard 287 calls for a 1" Type SP layer, therefore, the mixture would be paid for per the 334 specification.

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