

EXPECTED IMPLEMENTATION JANUARY 2009

234 SUPERPAVE ASPHALT BASE. (REV 3-11-08) (FA 7-10-08) (1-09)

SECTION 234 (Pages 212–215) is deleted and the following substituted:

SECTION 234 SUPERPAVE ASPHALT BASE

234-1 Description.

Construct a Superpave Asphalt Concrete base course as defined in these Specifications. Base course mixes are designated as B-12.5. The Contractor may use a Type SP-12.5 mixture, (Traffic Level B or C) in lieu of a Type B-12.5.

On projects with only Traffic Level A and/or B asphalt mixtures, select Option 1 or Option 2 Mixture Acceptance as specified in 234-5. The selection shall be indicated in the Contractor Quality Control Plan in accordance with Section 105 and shall apply to all mixes, including base, structural and friction course mixes, on the entire project. If a contract contains Traffic Level A and/or B asphalt mixtures and also contains Traffic Level C, D, and/or E asphalt mixtures, accept the asphalt mixtures only under Option 1 Material Acceptance.

When Option 2 Mixture Acceptance is selected, the requirements of 330-2 will not apply, with the exception of the roadway requirements as defined in 330-2.2.

234-2 Materials.

234-2.1 General: Use materials that conform to the requirements of Division III. Specific references are as follows:

Superpave PG Asphalt Binder or Recycling Agent.....916-1, 916-2
Coarse Aggregate, Stone, Slag or Crushed GravelSection 901
Fine Aggregate.....Section 902

234-2.2 Reclaimed Asphalt Pavement (RAP): RAP may be used as a component material of the asphalt mixture provided the requirements of 334-2.3 are met.

234-3 General Composition of Mixture.

234-3.1 General: Compose the asphalt mixture using a combination of aggregate (coarse, fine or mixtures thereof), mineral filler if required, and asphalt binder material. Size, grade and combine the aggregate fractions to meet the grading and physical properties of the mix design. Aggregates from various sources may be combined.

234-3.2 Mix Design: Unless otherwise specified, design the mix such that all requirements for a Type SP-12.5, Traffic Level B or C mixture as specified in Section 334 are met.

234-3.2.1 Gradation Classification: Use a fine mix as defined in 334-3.2.2.1.

234-3.2.2 Aggregate Consensus Properties: Meet the aggregate consensus properties at design as specified in 334-3.2.3. Meet the criteria specified for a depth of top of pavement layer from surface of greater than 4 inches.

234-3.2.3 Mix Design Revisions: Meet the requirements of 334-3.3.

234-4 Contractor's Process Control.

Meet the requirements of 330-2 and 334-4.

234-5 Acceptance of the Mixture.

234-5.1 Option 1 Mixture Acceptance: If Option 1 Mixture Acceptance is selected, the mixture will be accepted in accordance with the requirements of 334-5.1 with the following exceptions:

234-5.1.1 Option 1 Acceptance Testing Exceptions: Density testing for acceptance will not be performed in areas as defined in 334-5.1.1.2. In these situations compact the base in accordance with the rolling procedure (equipment and pattern) submitted as part of the Quality Control Plan and as approved by the Engineer. Use the permissible variations from longitudinal and transverse grades as specified in 200-7. The pay factor for LOTs where there are areas not requiring density testing will be prorated based on a pay factor of 1.00 for the tonnage of material in areas not requiring density testing and the actual pay factor for the tonnage of material in areas requiring density.

234-5.2 Option 2 Mixture Acceptance: If Option 2 Mixture Acceptance is selected, the mixture will be accepted in accordance with the requirements of 334-5.2 with the following exceptions:

234-5.2.1 Option 2 Acceptance Testing Exceptions: Density testing for acceptance will not be performed in areas as defined in 334-5.1.1.2. In these situations compact the base in accordance with the rolling procedure (equipment and pattern) as approved by the Engineer. Use the permissible variations from longitudinal and transverse grades as specified in 200-7.

234-6 Plant, Methods and Equipment.

Meet requirements of Section 320, with the following modifications:

234-6.1 Paving Equipment: A motor grader may be used to spread the first course of multiple course bases when the subgrade will not support the use of a mechanical spreader. The Engineer will not require mechanical spreading and finishing equipment for the construction of base widening strips less than 6 feet in width.

234-6.2 Compaction Equipment: In areas where standard rollers cannot be accommodated, vibratory rollers supplemented with trucks, motor graders, or other compaction equipment approved by the Engineer may be used.

234-7 Construction Requirements.

234-7.1 General: Meet the General Construction Requirements of Section 330, with the following modifications:

234-7.1.1 Temperature Limitations: Spread the mixture only when the air temperature is at least 40°F. Do not place the material on frozen subgrade.

234-7.1.2 Tack Coat: Unless otherwise authorized by the Engineer, apply a tack coat between successive layers of base material.

234-7.1.3 Thickness of Layers: Construct each course in layers not to exceed 3 inches compacted thickness.

234-8 Thickness Requirements.

234-8.1 General: When the Department pays for the pavement on a square yard basis, the Engineer will determine the thickness of the asphalt base based upon the spread rate of the

material. The minimum spread rate for the total thickness shall be established from the plan thickness in the following manner: 43.3 lbs/sy multiplied by the maximum specific gravity of the mix (as indicated on the mix design) for every one inch of desired thickness, or as determined by the Engineer. The weight of the mixture shall be determined as provided in 320-2.2 (including the provisions for automatic recordation system).

The spread rate for each individual layer shall be established by the Engineer. The minimum layer spread rate shall be 43.3 lbs/sy multiplied by the maximum specific gravity (G_{mm}) of the mix (as indicated on the mix design) for every one inch of desired thickness.

234-8.2 Spread Rate Tolerance: Control the average spread rate on a daily basis to within $\pm 5\%$ of the target spread rate for the individual layer(s) established by the Engineer. When the average daily spread rate is outside this tolerance from the target, adjust the spread rate to the required value established by the Engineer. The Engineer will periodically verify the spread rate at the job site during the paving operation.

234-8.3 Allowable Deficiencies: The Engineer will allow a maximum deficiency from the specified spread rate for the total thickness as follows:

1. For pavement of a specified thickness of 2 1/2 inches or more: 50 lbs/sy.
2. For pavement of a specified thickness of less than 2 1/2 inches: 25 lbs/sy.

234-8.4 Pavement Exceeding Allowable Deficiency in Spread Rate: Where the deficiency in spread rate for the total thickness is: (1) in excess of 50 lbs/sy for pavements with a specified thickness of 2 1/2 inches or more, or (2) in excess of 25 lbs/sy for pavements with a specified thickness of less than 2 1/2 inches, the Engineer may require removal and replacement at no cost or may require a correction as specified in 234-8.5. The Engineer may require the Contractor to core the pavement for thickness in order to determine the area of pavement with deficient thickness.

As an exception to the above, the Contractor may leave pavement outside the main roadway in place without compensation when the Engineer allows, even though the deficiency exceeds the tolerance as specified above.

The Department will not compensate the Contractor for any pavement removed or for the work of removing such pavement.

234-8.5 Correcting Deficiency by Adding New Surface Material: In the event the total thickness as determined by the spread rate is excessively deficient as defined above and if approved by the Engineer for each particular location, correct the deficient thickness by adding new surface material and compacting it using a rolling pattern as approved by the Engineer. The Engineer will determine the area to be corrected and the thickness of new material added. Perform all overlaying and compacting at no expense to the Department.

234-9 Method of Measurement.

The quantity to be paid for will be the plan quantity. The pay area will be adjusted based upon the following formula:

Pay Area = Surface Area (Project Average Spread Rate/Specified Spread rate for the Total Thickness).

Where: The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer, and the specified spread rate for the total thickness is based upon the plan thickness converted to spread rate as defined in 234-8.1.

The pay area shall not exceed 105% of the designed surface area.

Prepare a Certification of Quantities, using the Department's current approved form, for the certified Superpave Asphalt Base pay item. Submit this certification to the Engineer no later

than Twelve O'clock noon Monday after the estimate cut-off or as directed by the Engineer, based on the quantity of asphalt produced and accepted on the Contract. The certification must include the Contract Number, FPID Number, Certification Number, Certification Date, period represented by Certification, and the tons produced for each asphalt pay item.

234-10 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including the applicable requirements of Sections 320, 330 and 334. The bid price for the asphalt mix will include the cost of the liquid asphalt binder or the asphalt recycling agent and the tack coat application as directed in 300-8. For the calculation of unit price adjustments of bituminous material specified in 9-2.1.1, the average asphalt binder content of the base mixes to be used in these calculations is set at 6.25%.

Payment will be made under:

Item No. 285- 7- Optional Base - per square yard.