

**334 SUPERPAVE ASPHALT CONCRETE.**  
**(REV 7-29-10) (FA 8-16-10) (1-11)**

SECTION 334 (Pages 265-291) is deleted and the following substituted:

**SECTION 334**  
**SUPERPAVE ASPHALT CONCRETE**

**334-1 Description.**

**334-1.1 General:** Construct a Superpave Asphalt Concrete pavement with the type of mixture specified in the Contract, or when offered as alternates, as selected. Superpave mixes are identified as Type SP-9.5, Type SP-12.5 or Type SP-19.0.

Meet the requirements of Section 320 for plant and equipment. Meet the general construction requirements of Section 330, except as modified herein, including the provision for Quality Control Plans and Quality Control Systems as specified in Section 105.

**334-1.2 Traffic Levels:** The requirements for Type SP Asphalt Concrete mixtures are based on the design traffic level of the project, expressed in 18,000 pound Equivalent Single Axle Loads (ESAL's). The five traffic levels are as shown in Table 334-1.

Table 334-1 Superpave Traffic Levels	
Traffic Level	Traffic Level (1x10 <sup>6</sup> ESAL's)
A	<0.3
B	0.3 to <3
C	3 to <10
D	10 to <30
E	≥30

The traffic level(s) for the project are as specified in the Contract. A Type SP mix one traffic level higher than the traffic level specified in the Contract may be substituted, at no cost to the Department (i.e. Traffic Level B may be substituted for Traffic Level A, etc.).

**334-1.3 Gradation Classification:** The Superpave mixes are classified as either coarse or fine, depending on the overall gradation of the mixture. Coarse and fine mixes are defined in 334-3.2.2.

The equivalent AASHTO nominal maximum aggregate size Superpave mixes are as follows:

Type SP-9.5.....	9.5 mm
Type SP-12.5.....	12.5 mm
Type SP-19.0.....	19.0 mm

**334-1.4 Thickness:** The total thickness of the Type SP asphalt layer(s) will be the plan thickness as shown in the Contract Documents. Before paving, propose a thickness for each individual layer meeting the requirements of this specification, which when combined with other layers (as applicable) will equal the plan thickness. For construction purposes, the plan thickness and individual layer thickness will be converted to spread rate based on the maximum specific

gravity of the asphalt mix being used, as well as the minimum density level, as shown in the following equation:

$$\text{Spread rate (lbs/yd}^2\text{)} = t \times G_{\text{mm}} \times 43.3$$

Where:  $t$  = Thickness (in.) (Plan thickness or individual layer thickness)

$G_{\text{mm}}$  = Maximum specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-2.2. For target purposes only, spread rate calculations should be rounded to the nearest whole number.

Note: Plan quantities are based on a  $G_{\text{mm}}$  of 2.540, corresponding to a spread rate of 110 lbs/yd<sup>2</sup>-in. Pay quantities will be based on the actual maximum specific gravity of the mix being used.

**334-1.4.1 Layer Thicknesses - Fine Mixes:** The allowable layer thicknesses for fine Type SP Asphalt Concrete mixtures are as follows:

Type SP-9.5.....	1 - 1 1/2 inches
Type SP-12.5.....	1 1/2 - 2 1/2 inches
Type SP-19.0.....	2 - 3 inches

In addition to the minimum and maximum thickness requirements, the following restrictions are placed on fine mixes when used as a structural course:

Type SP-9.5 - Limited to the top two structural layers, two layers maximum.

Type SP-9.5 – May not be used on Traffic Level D and E applications.

Type SP-19.0 - May not be used in the final (top) structural layer.

**334-1.4.2 Layer Thicknesses - Coarse Mixes:** The allowable layer thicknesses for coarse Type SP Asphalt Concrete mixtures are as follows:

Type SP-9.5.....	1 1/2 - 2 inches
Type SP-12.5.....	2 - 3 inches
Type SP-19.0.....	3 - 3 1/2 inches

In addition to the minimum and maximum thickness requirements, the following restrictions are placed on coarse mixes when used as a structural course:

Type SP-19.0 - May not be used in the final (top) structural layer.

**334-1.4.3 Additional Requirements:** The following requirements also apply to coarse and fine Type SP Asphalt Concrete mixtures:

1. A minimum 1 1/2 inch initial lift is required over an Asphalt Rubber Membrane Interlayer (ARMI).

2. When construction includes the paving of adjacent shoulders ( $\leq 5$  feet wide), the layer thickness for the upper pavement layer and shoulder must be the same and paved in a single pass, unless called for differently in the Contract Documents.

3. All overbuild layers must be fine Type SP Asphalt Concrete designed at the traffic level as stated in the Contract. Use the minimum and maximum layer thicknesses as specified above unless called for differently in the Contract Documents. On variable thickness

overbuild layers, the minimum allowable thickness may be reduced by 1/2 inch, and the maximum allowable thickness may be increased 1/2 inch, unless called for differently in the Contract Documents.

## **334-2 Materials.**

**334-2.1 General Requirements:** Meet the material requirements specified in Division III. Specific references are as follows:

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

**334-2.2 Superpave Asphalt Binder:** Unless specified otherwise in the Contract, use a PG 67-22 asphalt binder. In addition, meet the requirements of 334-2.3.

### **334-2.3 Reclaimed Asphalt Pavement (RAP) Material:**

**334-2.3.1 General requirements:** RAP may be used as a component of the asphalt mixture subject to the following requirements:

1. When using a PG 76-22 Asphalt Binder, limit the amount of RAP material used in the mix to a maximum of 20 percent by weight of total aggregate. As an exception, amounts greater than 20 percent RAP by weight of total aggregate can be used if no more than 20 percent by weight of the total asphalt binder comes from the RAP material.

2. Assume full responsibility for the design, production and construction of asphalt mixes which incorporate RAP as a component material.

3. Use RAP from an FDOT approved stockpile or RAP that has an FDOT furnished Pavement Composition Data Sheet.

4. Provide stockpiled RAP material that is reasonably consistent in characteristics and contains no aggregate particles which are soft or conglomerates of fines.

5. Provide RAP material having a minimum average asphalt binder content of 4.0 percent by weight of RAP. As an exception, when using fractionated RAP, the minimum average asphalt binder content for the coarse portion of the RAP shall be 2.5 percent by weight of the coarse portion of the RAP. The coarse portion of the RAP shall be the portion of the RAP retained on the No. 4 sieve. The Engineer may sample the stockpile(s) to verify that this requirement is met.

**334-2.3.2 Material Characterization for Mix Design:** Assume responsibility for establishing the asphalt binder content, gradation, viscosity and bulk specific gravity ( $G_{sb}$ ) of the RAP material based on a representative sampling of the material by roadway cores or stockpile samples. For roadway core samples, assume responsibility for the degradation that will occur during the milling operation.

**334-2.3.3 RAP Stockpile Approval:** Prior to the incorporation of RAP into the asphalt mixture, stockpile the RAP material and obtain approval for the stockpile by one of the following methods:

1. Continuous stockpile: When RAP is obtained from one or multiple sources and is either processed, blended, or fractionated, and stockpiled in a continuous manner, assure an adequate number of test results are obtained for stockpile approval. Test the RAP material for gradation and asphalt content at a minimum frequency of 1 sample per 1000 tons with a minimum of six test results. Test the RAP material for  $G_{mm}$  (for  $G_{sb}$  determination) and for recovered viscosity at a minimum frequency of 1 sample per 5000 tons with a minimum of two test results. Based on visual inspection and a review of the test data, the Engineer will

determine the suitability of the stockpiled material. In addition, address in the QC Plan the details and specifics of the processing, sampling, testing and actions to be taken.

2. Non-continuous single stockpile: When an individual stockpile is being constructed, obtain representative samples at random locations and test the RAP material for gradation and asphalt content at a minimum frequency of 1 sample per 1000 tons with a minimum of six test results. Test the RAP material for  $G_{mm}$  (for  $G_{sb}$  determination) and for recovered viscosity at a minimum frequency of 1 sample per 5000 tons with a minimum of two test results. Based on visual inspection and a review of the test data, the Engineer will determine the suitability of the stockpiled material. Once the RAP stockpile has been approved, do not add additional material without prior approval of the Engineer.

Determine the asphalt binder content and gradation of the RAP material in accordance with FM 5-563 and FM 1-T 030, respectively. Extract and recover the asphalt binder from the RAP in accordance with FM 5-524 and FM 3-D 5404, respectively. Determine the viscosity of the recovered asphalt binder in accordance with ASTM D 2171. Establish the  $G_{sb}$  of the RAP material by using one of the following methods:

a. Calculate the  $G_{sb}$  value based upon the effective specific gravity ( $G_{se}$ ) of the RAP material, determined on the basis of the asphalt binder content and maximum specific gravity ( $G_{mm}$ ) of the RAP material. The Engineer will approve the estimated asphalt binder absorption value used in the calculation.

b. Measure the  $G_{sb}$  of the RAP aggregate, in accordance with FM 1-T 084 and FM 1-T 085. Obtain the aggregate by using a solvent extraction method.

**334-2.3.4 Pavement Composition:** When the Contract includes milling of the existing asphalt pavement, the Pavement Composition Data Sheet may be available on the Department's website. The URL for obtaining this information, if available, is: [www.dot.state.fl.us/statematerialsoffice/laboratory/asphalt/centrallaboratory/compositions/index.shtm](http://www.dot.state.fl.us/statematerialsoffice/laboratory/asphalt/centrallaboratory/compositions/index.shtm).

**334-2.3.5 Asphalt Binder for Mixes with RAP:** Select the appropriate asphalt binder grade based on Table 334-2. The Engineer reserves the right to change the asphalt binder type and grade at design based on the characteristics of the RAP asphalt binder, and reserves the right to make changes during production. Maintain the viscosity of the recycled mixture within the range of 5,000 to 15,000 poises. Obtain a sample of the mixture for the Engineer within the first 1,000 tons of production and at a continuing frequency of one sample per 4,000 tons of mix.

Table 334-2 Asphalt Binder Grade for Mixes Containing RAP	
Percent RAP	Asphalt Binder Grade
<20	PG 67-22
20 – 29	PG 64-22
≥ 30	Recycling Agent

**334-2.4 Recycled Crushed Glass:** Recycled crushed glass may be used as a component of the asphalt mixture subject to the following requirements:

1. Consider the recycled crushed glass a local material and meet all requirements specified in 902-6.

2. Limit the amount of recycled crushed glass to a maximum of 15 percent by weight of total aggregate.

3. Use an asphalt binder that contains a minimum of 0.5 percent anti-stripping agent by weight of binder. The antistrip additive shall be one of the products included on the Qualified Products List specified in 6-1 of the Specifications. The antistrip additive shall be introduced into the asphalt binder by the supplier during loading.

4. Do not use recycled crushed glass in friction course mixtures or in structural course mixtures which are to be used as the final wearing surface.

### **334-3 General Composition of Mixture.**

**334-3.1 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.

#### **334-3.2 Mix Design:**

**334-3.2.1 General:** Design the asphalt mixture in accordance with AASHTO R35-04, except as noted herein. Prior to the production of any asphalt mixture, submit the proposed mix design with supporting test data indicating compliance with all mix design criteria to the Engineer. For Traffic Level B through E mix designs, include representative samples of all component materials, including asphalt binder. Allow the State Materials Engineer a maximum of four weeks to either conditionally verify or reject the mix as designed.

Do not use more than three mix designs per nominal maximum aggregate size per traffic level per binder grade per contract year. Exceeding this limitation will result in a maximum Composite Pay Factor of 1.00 as defined in 334-8.2 for all designs used beyond this limit.

Warm mix technologies (additives, foaming techniques, etc.) listed on the Department's website may be used in the production of the mix. The URL for obtaining this information, if available, is:

<http://www.dot.state.fl.us/Specificationoffice/implemented/URLinSpecs/files/WarmMixAsphalt.pdf>.

The Engineer will consider any marked variations from original test data for a mix design or any evidence of inadequate field performance of a mix design as sufficient evidence that the properties of the mix design have changed, and the Engineer will no longer allow the use of the mix design.

**334-3.2.2 Mixture Gradation Requirements:** Combine the coarse and fine aggregate in proportions that will produce an asphalt mixture meeting all of the requirements defined in this specification and conform to the gradation requirements at design as defined in AASHTO M323-07, Table 3. Aggregates from various sources may be combined.

**334-3.2.2.1 Mixture Gradation Classification:** Plot the combined mixture gradation on an FHWA 0.45 Power Gradation Chart. Include the Control Points from AASHTO M323-07, Table-3, as well as the Primary Control Sieve (PCS) Control Point from AASHTO M323-07, Table 4. Coarse mixes are defined as having a combined aggregate gradation that passes below the primary control sieve control point and below the maximum density line for all sieve sizes smaller than the primary control sieve. Fine mixes are defined as having a gradation that passes above the primary control sieve control point and above the maximum density line for all sieve sizes smaller than the primary control sieve and larger than the #100 sieve. Use a fine mix for Traffic Levels A through C; use either a coarse mix or fine mix for Traffic Levels D and E.

**334-3.2.3 Aggregate Consensus Properties:** For Traffic Level C through E mixtures, meet the following consensus properties at design for the aggregate blend. Aggregate consensus properties do not apply to Traffic Level A and B mixtures.

**334-3.2.3.1 Coarse Aggregate Angularity:** When tested in accordance with ASTM D 5821, meet the percentage of fractured faces requirements specified in AASHTO M 323-07, Table 5.

**334-3.2.3.2 Fine Aggregate Angularity:** When tested in accordance with AASHTO T 304, Method A, meet the uncompacted void content of fine aggregate specified in AASHTO M 323-07, Table 5.

**334-3.2.3.3 Flat and Elongated Particles:** When tested in accordance with ASTM D 4791, (with the exception that the material passing the 3/8 inch sieve and retained on the No. 4 sieve shall be included), meet the requirements specified in AASHTO M 323-07, Table 5. Measure the aggregate using the ratio of 5:1, comparing the length (longest dimension) to the thickness (shortest dimension) of the aggregate particles.

**334-3.2.3.4 Sand Equivalent:** When tested in accordance with AASHTO T 176, meet the sand equivalent requirements specified in AASHTO M 323-07, Table 5.

**334-3.2.4 Gyratory Compaction:** Compact the design mixture in accordance with AASHTO T 312-08, with the following exception: use the number of gyrations at  $N_{\text{design}}$  as defined in Table 334-3. Measure the inside diameter of gyratory molds in accordance with FM 5-585.

Table 334-3 Gyratory Compaction Requirements	
Traffic Level	$N_{\text{design}}$ Number of Gyrations
A	50
B	65
C	75
D	100
E	100

**334-3.2.5 Design Criteria:** Meet the requirements for nominal maximum aggregate size as defined in AASHTO M323-07, as well as for relative density, VMA, VFA, and dust-to-binder ratio as specified in AASHTO M323-07, Table 6. Use a dust-to-binder ratio of 0.8 to 1.6 for coarse mixes.  $N_{\text{maximum}}$  requirements are not applicable for Traffic Level A and B mixtures.

**334-3.2.6 Moisture Susceptibility:**

1. For Traffic Level A and B mixtures, use a liquid anti-strip additive, which is on the Department's Qualified Products List, at a rate of 0.5% by weight of the asphalt binder. Other rates of anti-strip additive may be used upon approval of the Engineer.

2. For Traffic Level C through E mixtures, test 4 inch specimens in accordance with FM 1-T 283. Provide a mixture having a retained tensile strength ratio of at least 0.80 and a minimum tensile strength (unconditioned) of 100 psi. If necessary, add a liquid anti-stripping agent, which is on the Department's Qualified Products List or hydrated lime (meeting the requirements of Section 337) in order to meet these criteria.

**334-3.2.7 Additional Information:** In addition to the requirements listed above, provide the following information with each proposed mix design submitted for verification:

1. The design traffic level and the design number of gyrations ( $N_{\text{design}}$ ).
2. The source and description of the materials to be used.
3. The DOT source number and the DOT product code of the aggregate components furnished from a DOT approved source.
4. The gradation and proportions of the raw materials as intended to be combined in the paving mixture. The gradation of the component materials shall be representative of the material at the time of use. Compensate for any change in aggregate gradation caused by handling and processing as necessary.
5. A single percentage of the combined mineral aggregate passing each specified sieve. Degradation of the aggregate due to processing (particularly material passing the No. 200 sieve) should be accounted for and identified.
6. The bulk specific gravity ( $G_{\text{sb}}$ ) value for each individual aggregate and RAP component, as identified in the Department's aggregate control program.
7. A single percentage of asphalt binder by weight of total mix intended to be incorporated in the completed mixture, shown to the nearest 0.1 percent.
8. A target temperature for the mixture at the plant (mixing temperature) and a target temperature for the mixture at the roadway (compaction temperature) in accordance with 330-6.3. Do not exceed a target temperature of 330°F for PG 76-22 asphalt binders, 320°F for ARB-12 asphalt binders, and 315°F for ARB-5 and unmodified asphalt binders.
9. Provide the physical properties achieved at four different asphalt binder contents. One of which shall be at the optimum asphalt content, and must conform to all specified physical requirements.
10. The name of the CTQP Qualified Mix Designer.
11. The ignition oven calibration factor.
12. The warm mix technology, if used.

**334-3.3 Mix Design Revisions:** During production, the Contractor may request a target value revision to a mix design, subject to meeting the following requirements: (1) the target change falls within the limits defined in Table 334-4, (2) appropriate data exists demonstrating that the mix complies with production air voids specification criteria, and (3) the mixture gradation meets the basic gradation requirements defined in 334-3.2.2.

Table 334-4 Limits for Potential Adjustments to Mix Design Target Values	
Characteristic	Limit from Original Mix Design
No. 8 sieve and Coarser	± 5.0 percent
No. 16 sieve	± 4.0 percent
No. 30 sieve	± 4.0 percent
No. 50 sieve	± 3.0 percent
No. 100 sieve	± 3.0 percent
No. 200 sieve	± 1.0 percent
Asphalt Binder Content <sup>(1)</sup>	± 0.3 percent
Each Component of Aggregate Blend <sup>(2)</sup>	± 5.0 percent

Table 334-4 Limits for Potential Adjustments to Mix Design Target Values	
Characteristic	Limit from Original Mix Design
<sup>(1)</sup> Reductions to the asphalt binder content will not be permitted if the VMA during production is lower than 1.0 percent below the design criteria.	
<sup>(2)</sup> Revisions to FC-5 mixtures to be determined by the Engineer.	

Submit all requests for revisions to mix designs, along with supporting documentation, to the Engineer. In order to expedite the revision process, the request for revision or discussions on the possibility of a revision may be made verbally, but must be followed up by a written request. The verified mix design will remain in effect until the Engineer authorizes a change. In no case will the effective date of the revision be established earlier than the date of the first communication between the Contractor and the Engineer regarding the revision.

A new design mix will be required if aggregate sources change, or for any substitution of an aggregate product with a different aggregate code, unless approved by the Engineer.

### **334-4 Contractor Process Control.**

Assume full responsibility for controlling all operations and processes such that the requirements of these Specifications are met at all times. Perform any tests necessary at the plant and roadway for process control purposes. Enter all Process Control test data into the Department's Laboratory Information Management System (LIMS) database. The Engineer will not use these test results in the acceptance payment decision.

Address in the Quality Control Plan how Process Control failures will be handled. When a Process Control failure occurs, investigate, at a minimum, the production process, testing equipment and/or sampling methods to determine the cause of the failure, and make any necessary changes to assure compliance with these Specifications. Obtain a follow up sample immediately after corrective actions are taken to assess the adequacy of the corrections. In the event the follow-up Process Control sample also fails to meet Specification requirements, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the Quality Control Manager.

### **334-5 Acceptance of the Mixture.**

**334-5.1 General:** The mixture will be accepted at the plant with respect to gradation ( $P_{.8}$  and  $P_{.200}$ ), asphalt content ( $P_b$ ), and volumetrics (volumetrics is defined as air voids at  $N_{\text{design}}$ ). The mixture will be accepted on the roadway with respect to density of roadway cores. Acceptance will be on a LOT-by-LOT basis (for each mix design) based on tests of random samples obtained within each subplot taken at a frequency of one set of samples per subplot. A roadway LOT and a plant production LOT shall be the same. Acceptance of the mixture will be based on Contractor Quality Control test results that have been verified by the Department.

**334-5.1.1 Sampling and Testing Requirements:** Obtain the samples in accordance with FM 1-T 168. Obtain samples at the plant of a sufficient quantity to be split into three smaller samples; one for Quality Control, one for Verification and one for Resolution testing; each sample at approximately 35 pounds. The split samples for Verification testing and Resolution testing shall be reduced in size and stored in three boxes each. The approximate size of each box must be 12 inches x 8 inches x 4 inches. Provide, label and safely store sample boxes in a manner agreed upon by the Engineer for future testing.



The asphalt content of the mixture will be determined in accordance with FM 5-563. In the event the FM 5-563 ignition oven goes out of service during production, the Contractor may elect to use a replacement oven at another location for no more than 72 hours while the oven is being repaired. The gradation of the recovered aggregate will be determined in accordance with FM 1-T 030. Volumetric testing will be in accordance with AASHTO T 312-08 and FM 1-T 209. Measure the inside diameter of gyratory molds in accordance with FM 5-585. Prior to testing volumetric samples, condition the test-sized sample for one hour plus or minus five minutes at the target roadway compaction temperature in a covered, shallow, flat pan, such that the mixture temperature at the end of the one hour conditioning period is within plus or minus 20°F of the roadway compaction temperature. Test for roadway density in accordance with FM 1-T 166.

**334-5.1.2 Acceptance Testing Exceptions:** When the total combined quantity of hot mix asphalt for the project, as indicated in the plans for Type SP and Type FC mixtures only, is less than 2000 tons, the Engineer will accept the mix on the basis of visual inspection. The Engineer may require the Contractor to run process control tests for informational purposes, as defined in 334-4, or may run independent verification tests to determine the acceptability of the material.

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, any asphalt layer placed on subgrade (regardless of type), 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. Density testing for acceptance will not be performed on asphalt courses placed on bridge decks or approach slabs; compact these courses in static mode only per the requirements of 330-10.1.8. In addition, density testing for acceptance will not be performed on the following areas when they are less than 1,000 feet (continuous) in length: crossovers, intersections, turning lanes, acceleration lanes, deceleration lanes, shoulders, parallel parking lanes or ramps.

Where density testing for acceptance is not required, 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.

The density pay factor (as defined in 334-8.2) for LOTs where there are areas not requiring density testing for acceptance will be prorated based on a pay factor of 1.00 for the quantity (tonnage) of material in areas not requiring density testing for acceptance and the actual pay factor for the tonnage of material in areas requiring density testing.

**334-5.2 Full LOTs:** Each LOT will be defined (as selected by the Contractor prior to the start of the LOT) as either (1) 2,000 tons, with each LOT subdivided into four equal sublots of 500 tons each, or (2) 4,000 tons, with each LOT subdivided into four equal sublots of 1,000 tons each. As an exception to this, the initial LOT of all new mix designs shall be defined as 2,000 tons, subdivided into four equal sublots of 500 tons each. Before the beginning of a LOT, the Engineer will develop a random sampling plan for each subplot and direct the Contractor on sample points, based on tonnage, for each subplot during construction.

**334-5.3 Partial LOTs:** A partial LOT is defined as a LOT size that is less than a full LOT. A partial LOT may occur due to the following:

1. The completion of a given mix type or mix design on a project.
2. Closure of the LOT due to time. LOTs will be closed 30 calendar days after the start of the LOT. Time periods other than 30 calendar days may be used if agreed to by both the Engineer and the Contractor.

3. A LOT is terminated per 334-5.4.4.

All partial LOTs will be evaluated based on the number of tests available, and will not be redefined.

**334-5.4 Quality Control Sampling and Testing:** Obtain all samples randomly as directed by the Engineer.

Should the Engineer determine that the Quality Control requirements are not being met or that unsatisfactory results are being obtained, or should any instances of falsification of test data occur, approval of the Contractor's Quality Control Plan will be suspended and production will be stopped.

**334-5.4.1 Lost or Missing Verification/Resolution Samples:** In the event that any of the Verification and/or Resolution samples that are in the custody of the Contractor are lost, damaged, destroyed, or are otherwise unavailable for testing, the minimum possible pay factor for each quality characteristic as described in 334-8.2 will be applied to the entire LOT in question, unless called for otherwise by the Engineer. Specifically, if the LOT in question has more than two sublots, the pay factor for each quality characteristic will be 0.55. If the LOT has two or less sublots, the pay factor for each quality characteristic will be 0.80. In either event, the material in question will also be evaluated in accordance with 334-5.9.5.

If any of the Verification and/or Resolution samples that are in the custody of the Department are lost, damaged, destroyed or are otherwise unavailable for testing, the corresponding Quality Control test result will be considered verified, and payment will be based upon the Contractor's data.

**334-5.4.2 Plant Sampling and Testing Requirements:** Obtain one random sample of mix per subplot in accordance with 334-5.1.1 as directed by the Engineer. Test the Quality Control split sample for gradation, asphalt binder content and volumetrics in accordance with 334-5.1.1. Complete all Quality Control testing within one working day from the time the samples were obtained.

**334-5.4.3 Roadway Sampling and Testing Requirements:** Obtain five 6 inch diameter roadway cores within 24 hours of placement at random locations as directed by the Engineer within each subplot. Test these Quality Control samples for density ( $G_{mb}$ ) in accordance with 334-5.1.1. In situations where it is impractical to cut five cores per subplot, obtain a minimum of three cores per subplot at random locations as identified by the Engineer. Do not obtain cores any closer than 12 inches from an unsupported edge. Maintain traffic during the coring operation; core the roadway, patch the core holes (within three days of coring); and trim the cores to the proper thickness prior to density testing.

Density for the subplot shall be based on the average value for the cores cut from the subplot with the target density being the maximum specific gravity ( $G_{mm}$ ) of the subplot. Once the average density of a subplot has been determined, do not retest the samples unless approved by the Engineer. Ensure proper handling and storage of all cores until the LOT in question has been accepted.

**334-5.4.4 Individual Test Tolerances for Quality Control Testing:** Terminate the LOT if any of the following Quality Control failures occur:

- 1) An individual test result of a subplot for air voids does not meet the requirements of Table 334-5,
- 2) The average subplot density for coarse mixes does not meet the requirements of Table 334-5,
- 3) Two consecutive test results for gradation ( $P_{200}$  only) do not meet the requirements of Table 334-5,
- 4) Two consecutive test results for asphalt binder content do not meet the requirements of Table 334-5,
- 5) The average subplot density for two consecutive subplots for fine mixes does not meet the requirements of Table 334-5,
- 6) Two core densities for coarse mixes within a subplot are less than 91.00% of  $G_{mm}$ .

When a LOT is terminated due to a QC failure, stop production of the mixture until the problem is resolved to the satisfaction of the Quality Control Manager(s) and/or Asphalt Plant Level II technician(s) responsible for the decision to resume production after a quality control failure, as identified in 105-8.6.4. In the event that it can be demonstrated that the problem can immediately be or already has been resolved, it will not be necessary to stop production. When a LOT is terminated, make all necessary changes to correct the problem. Do not resume production until appropriate corrections have been made. Inform the Engineer of the problem and corrections made to correct the problem. After resuming production, sample and test the material to verify that the changes have corrected the problem. Summarize this information and provide it to the Engineer prior to the end of the work shift when production resumes.

In the event that a Quality Control failure is not addressed as defined above, the Engineer's approval will be required prior to resuming production after any future Quality Control failures.

Address any material represented by a failing test result in accordance with 334-5.9.5. Any LOT terminated under this Subarticle will be limited to a maximum Pay Factor of 1.00 (as defined in 334-8.2) for each quality characteristic.

Table 334-5 Master Production Range	
Characteristic	Tolerance <sup>(1)</sup>
Asphalt Binder Content (percent)	Target $\pm 0.55$
Passing No. 200 Sieve (percent)	Target $\pm 1.50$
Air Voids (percent) Coarse Graded	2.00 - 6.00
Air Voids (percent) Fine Graded	2.30 - 6.00
Density (percent $G_{mm}$ ) <sup>(2)</sup>	
Coarse Graded (minimum)	93.00
Fine Graded (minimum)	90.00
<sup>(1)</sup> Tolerances for sample size of $n = 1$ from the verified mix design	
<sup>(2)</sup> Based on an average of 5 randomly located cores	

**334-5.5 Verification Testing:** In order to determine the validity of the Contractor's Quality Control test results prior to their use in the Acceptance decision, the Engineer will run verification tests.

**334-5.5.1 Plant Testing:** At the completion of each LOT, the Engineer will test a minimum of one Verification split sample randomly selected from the LOT. Results of the testing and analysis for the LOT will be made available to the Contractor within one working day from the time the LOT is completed. Verification samples shall be reheated at the target roadway compaction temperature for 1 1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1.

The Verification test results will be compared with the Quality Control test results based on the between-laboratory precision values shown in Table 334-6.

Table 334-6 Between-Laboratory Precision Values	
Property	Maximum Difference
$G_{mm}$	0.016
$G_{mb}$ (gyratory compacted samples)	0.022
$G_{mb}$ (roadway cores – fine graded mixture)	0.015
$G_{mb}$ (roadway cores – coarse graded mixture)	0.018
$P_b$	0.44 percent
$P_{-200}$	FM 1-T 030 (Figure 2)
$P_{-8}$	FM 1-T 030 (Figure 2)

If all of the specified mix characteristics compare favorably, then the LOT will be accepted, with payment based on the Contractor's Quality Control test data for the LOT.

If any of the results do not compare favorably, then the Resolution samples from the LOT will be sent to the Resolution laboratory for testing, as described in 334-5.6.

**334-5.5.2 Roadway Testing:** At the completion of each LOT, the Engineer will determine the density ( $G_{mb}$ ) of each core (previously tested by Quality Control) as described in 334-5.1.1 from the same subplot as the Plant samples. For situations where roadway density is not required for the random subplot chosen, then another subplot shall be randomly chosen for roadway density cores only. Results of the testing and analysis for the LOT will be made available to the Contractor within one working day from the time the LOT is completed.

The individual Verification test results will be compared with individual Quality Control test results by the Engineer based on the between-laboratory precision values given in Table 334-6.

If each of the core test results compare favorably, then the LOT will be accepted with respect to density, with payment based on the Contractor's Quality Control test data for the LOT.

If any of the results do not compare favorably, then the core samples from the LOT will be sent to the Resolution laboratory for testing as specified in 334-5.6.

### **334-5.6 Resolution System:**

**334-5.6.1 Plant Samples:** In the event of an unfavorable comparison between the Contractor's Quality Control test results and the Engineer's Verification test results on any of the properties identified in Table 334-6, the Resolution laboratory will test all of the split samples from the LOT for only the property (or properties) in question. Resolution samples shall be reheated at the target roadway compaction temperature for 1-1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1.

**334-5.6.2 Roadway Samples:** In the event of an unfavorable comparison between the Contractor's Quality Control test data and the Engineer's Verification test data on the density results, the Resolution laboratory will test all of the cores from the LOT. Testing will be as described in 334-5.1.1. Any damaged roadway cores will not be included in the evaluation; replace damaged cores with additional cores at the direction of the Engineer.

**334-5.6.3 Resolution Determination:** The Resolution test results (for the property or properties in question) will be compared with the Quality Control test results based on the between-laboratory precision values shown in Table 334-6.

If the Resolution laboratory results compare favorably with all of the Quality Control results, then acceptance and payment for the LOT will be based on the Quality Control results, and the Department will bear the costs associated with Resolution testing. No additional compensation, either monetary or time, will be made for the impacts of any such testing.

If the Resolution laboratory results do not compare favorably with all of the Quality Control results, then acceptance and payment for the LOT will be based on the Resolution test data for the LOT, and the costs of the Resolution testing will be deducted from monthly estimates. No additional time will be granted for the impacts of any such testing. In addition, in the event that the application of the Resolution test data results in a failure to meet the requirements of Table 334-5, address any material represented by the failing test result in accordance with 334-5.9.5.

In the event of an unfavorable comparison between the Resolution test results and Quality Control test results, make the necessary adjustments to assure that future comparisons are favorable.

### **334-5.7 Independent Verification Testing:**

**334-5.7.1 Plant:** The Contractor shall provide sample boxes and take samples as directed by the Engineer for Independent Verification testing. Obtain enough material for three complete sets of tests (two samples for Independent Verification testing by the Engineer and one sample for testing by the Contractor). If agreed upon by both the Engineer and the Contractor, only one sample for Independent Verification testing by the Engineer may be obtained. Independent Verification samples will be reheated at the target roadway compaction temperature for 1-1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. The Contractor's split sample, if tested immediately after sampling, shall be reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. If the Contractor's sample is not tested immediately after sampling, then the sample shall be reheated at the target roadway compaction temperature for 1-1/2 hours plus or minus 5 minutes, reduced to the appropriate testing size, and conditioned and tested as described in 334-5.1.1. The Contractor's test results shall be provided to the Engineer within one working day from the time the sample was obtained.

If any of the Independent Verification test results do not meet the requirements of Table 334-5, then a comparison of the Independent Verification test results and the Contractor's test results, if available, will be made. If a comparison of the Independent Verification test results and the Contractor's test results meets the precision values of Table 334-6 for the material properties in question, or if the Contractor's test results are not available, then the Independent Verification test results are considered verified and the Contractor shall cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem

can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

If a comparison of the Independent Verification test results and the Contractor's test results does not meet the precision values of Table 334-6 for the material properties in question, then the second Independent Verification sample shall be tested by the Engineer for the material properties in question. If a comparison between the first and second Independent Verification test results does not meet the precision values of Table 334-6 for the material properties in question, then the first Independent Verification test results are considered unverified for the material properties in question and no action shall be taken.

If a comparison between the first and second Independent Verification test results meets the precision values of Table 334-6 for the material properties in question, then the first Independent Verification sample is considered verified and the Contractor shall cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

The Engineer has the option to use the Independent Verification sample for comparison testing as specified in 334-6.

**334-5.7.2 Roadway:** Obtain five 6 inch diameter roadway cores within 24 hours of placement, as directed by the Engineer, for Independent Verification testing. In situations where it is impractical to cut five cores per subplot, obtain a minimum of three cores per subplot at random locations, as identified by the Engineer. These independent cores will be obtained from the same LOTs and sublots as the Independent Verification Plant samples, or as directed by the Engineer. The density of these cores will be obtained as described in 334-5.1.1. If the average of the results for the subplot does not meet the requirements of Table 334-5 for density, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Address any material represented by the failing test results in accordance with 334-5.9.5.

**334-5.8 Surface Tolerance:** The asphalt mixture will be accepted on the roadway with respect to surface tolerance in accordance with the applicable requirements of 330-12.

**334-5.9 Minimum Acceptable Quality Levels:**

**334-5.9.1 Pay Factors Below 0.90:** In the event that an individual pay factor for any quality characteristic of a LOT falls below 0.90, take steps to correct the situation and report the actions to the Engineer. In the event that the pay factor for the same quality characteristic for two consecutive LOTs is below 0.90, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Actions taken must be approved by the Engineer before production resumes.

**334-5.9.2 Composite Pay Factors Less Than 0.90 and Greater Than or Equal to 0.80:** If the composite pay factor for the LOT is less than 0.90 and greater than or equal to 0.80, cease production of the asphalt mixture until the problem is adequately resolved (to the satisfaction of the Engineer), unless it can be demonstrated to the satisfaction of the Engineer that the problem can immediately be (or already has been) resolved. Actions taken must be approved by the Engineer before production resumes.

**334-5.9.3 Composite Pay Factors Less Than 0.80 and Greater Than or Equal to 0.75:** If the composite pay factor for the LOT is less than 0.80 and greater than or equal to 0.75, address the defective material in accordance with 334-5.9.5.

**334-5.9.4 Composite Pay Factors Less Than 0.75:** If the composite pay factor for the LOT is less than 0.75, remove and replace the defective LOT at no cost to the Department, or as approved by the Engineer.

**334-5.9.5 Defective Material:** Assume responsibility for removing and replacing all defective material placed on the project, at no cost to the Department.

As an exception to the above and upon approval of the Engineer, obtain an engineering analysis by an independent laboratory (as approved by the Engineer) to determine the disposition of the material. The engineering analysis must be signed and sealed by a Professional Engineer licensed in the State of Florida.

The Engineer may determine that an engineering analysis is not necessary or may perform an engineering analysis to determine the disposition of the material.

Any material that remains in place will be accepted with a composite pay factor as determined by 334-8, or as determined by the Engineer.

If the defective material is due to a gradation, asphalt binder content or density failure, upon approval of the Engineer the Contractor may perform delineation tests on roadway cores in lieu of an engineering analysis to determine the limits of the defective material that requires removal and replacement. Prior to any delineation testing, all sampling locations shall be approved by the Engineer. All delineation sampling and testing shall be monitored and verified by the Engineer. The minimum limit of removal of defective material is fifty-feet either side of the failed sample. For materials that are defective due to air voids, an engineering analysis is required.

When evaluating defective material by engineering analysis or delineation testing, at a minimum, evaluate all material located between passing Quality Control, Process Control or Independent Verification test results. Exceptions to this requirement shall be approved by the Engineer.

### **334-6 Comparison Testing.**

At the start of the project (unless waived by the Engineer) and at other times as determined necessary by the Engineer, provide split samples for comparison testing with the Engineer. The purpose of these tests is to verify that the testing equipment is functioning properly and that the testing procedures are being performed correctly. In the event that the Engineer determines that there is a problem with the Contractor's testing equipment and/or testing procedures, immediately correct the problem to the Engineer's satisfaction. In the event that the problem is not immediately corrected, cease production of the asphalt mixture until the problem is adequately resolved to the satisfaction of the Engineer.

If so agreed to by both the Contractor and the Engineer, the split sample used for comparison testing may also be used for the Quality Control sample. The split sample used for comparison testing will also meet the requirements for Independent Verification Testing described in 334-5.7.

### **334-7 Method of Measurement.**

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. The pay quantity will be based on the project average spread rate, excluding overbuild, limited to a

maximum of 105% of the spread rate determined in accordance with 334-1.4 or as set by the Engineer. The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer.

The bid price for the asphalt mix will include the cost of the liquid asphalt or the asphalt recycling agent and the tack coat application as directed in 300-8. There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix. For the calculation of unit price adjustments of bituminous material, the average asphalt content will be based on the percentage specified in 9-2.1.2. The weight will be determined as provided in 320-2 (including the provisions for the automatic recordation system).

Prepare a Certification of Quantities, using the Department's current approved form, for the certified Superpave asphalt concrete 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 roadway per 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.

### **334-8 Basis of Payment.**

**334-8.1 General:** Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

For materials accepted in accordance with 334-5, based upon the quality of the material, a pay adjustment will be applied to the bid price of the material as determined on a LOT by LOT basis. The pay adjustment will be assessed by calculating a Pay Factor for the following individual quality characteristics: pavement density, air voids, asphalt binder content, and the percentage passing the No. 200 and No. 8 sieves. The pay adjustment will be computed by multiplying a Composite Pay Factor for the LOT by the bid price per ton. Perform all calculations with the Department's Asphalt Plant - Pay Factor Worksheets.

#### **334-8.2 Pay Factors:**

**334-8.2.1 Partial LOTs:** For Partial LOTs where no random sample is obtained due to insufficient tonnage, a Composite Pay Factor of 1.00 shall be applied.

**334-8.2.2 Two or Less Sublot Test Results:** In the event that two or less sublot test results are available for a LOT, Pay Factors will be determined based on the Small Quantity Pay Table. The Small Quantity Pay Table and Pay Factor calculations are determined in accordance with the instructions contained within the Department's Asphalt Plant – Pay Factor Worksheets.

**334-8.2.3 Three or More Sublot Test Results:** When three or more sublot test results are available for a LOT, the variability-unknown, standard deviation method will be used to determine the estimated percentage of the LOT that is within the specification limits shown in (Table 334-7). The Percent Within Limits (PWL) is determined in accordance with the instructions contained within the Department's Asphalt Plant – Pay Factor Worksheets.

Table 334-7 Specification Limits	
Quality Characteristic	Specification Limits
Passing No. 8 sieve ( percent)	Target $\pm$ 3.1
Passing No. 200 sieve ( percent)	Target $\pm$ 1.0



Table 334-7 Specification Limits	
Quality Characteristic	Specification Limits
Asphalt Content ( percent)	Target $\pm$ 0.40
Air Voids - Coarse Mixes ( percent)	$4.00 \pm 1.40$
Air Voids - Fine Mixes ( percent)	$4.00 \pm 1.20$
Density - Coarse Mixes ( percent of $G_{mm}$ ):	$94.50 \pm 1.30$
Density - Fine Mixes ( percent of $G_{mm}$ ):	$93.00 + 2.00, - 1.20$ <sup>(1)</sup>
Note (1): If the Engineer (or Contract Documents) limits compaction to the static mode only, or for all one-inch thick lifts, compaction shall be in the static mode. No vibratory mode in the vertical direction will be allowed. Other vibratory modes will be allowed, if approved by the Engineer. In either case, the specification limits will be as follows: $92.00 + 3.00, -1.20$ percent of $G_{mm}$ . No additional compensation, cost or time, shall be made.	

**334-8.2.3.1 Pay Factors (PF):** Pay Factors will be calculated by using the following equation:

$$\text{Pay Factor} = (55 + 0.5 \times \text{PWL}) / 100$$

The PWL is determined in accordance with the instructions contained within the Department's Asphalt Plant – Pay Factor Worksheets.

**334-8.3 Composite Pay Factor (CPF):** A Composite Pay Factor for the LOT will be calculated based on the individual Pay Factors (PF) with the following weighting applied: 35% Density (D), 25% Air Voids ( $V_a$ ), 25% asphalt binder content ( $P_b$ ), 10% Passing No. 200 ( $P_{-200}$ ) and 5% Passing No. 8 ( $P_8$ ). Calculate the CPF by using the following formula:

$$\text{CPF} = [(0.350 \times \text{PF } D) + (0.250 \times \text{PF } V_a) + (0.250 \times \text{PF } P_b) + (0.100 \times \text{PF } P_{-200}) + (0.050 \times \text{PF } P_8)]$$

Where the Pay Factor (PF) for each quality characteristic is determined in either 334-8.2.2 or 334-8.2.3, depending on the number of subplot tests. Note that the number after each multiplication will be rounded to the nearest 0.01.

The pay adjustment shall be computed by multiplying the Composite Pay Factor for the LOT by the bid price per ton.

**334-8.4 Payment:** Payment will be made under:

Item No. 334- 1- Superpave Asphaltic Concrete - per ton.