

ORIGINATION FORM

THE INFORMATION BELOW IS TO BE PROVIDED BY THE ORIGINATOR (The person who receives or originates the issue and needs to forward the issue for action.)

Specification: 334

Subject: Superpave Asphalt Concrete

Origination date: November 24, 2010

Originator: Greg Sholar

Office/Phone: State Materials Office / 352.955.2920

Problem statement:

1. Current 334-3.2.6 wording related to moisture susceptibility does not technically allow both hydrated lime and liquid anti-strip to be used together in a mix design, though that was not the intent of the original wording.
2. Need wording to exclude bicycle/shared use paths from density testing in 334-5.1.2.
3. Wording in 334-5.1.2 related to density testing exceptions in intersections is not clear. There are frequent questions from the Districts regarding this requirement.
4. During production, there are occasional instances when a mix will be produced with a maximum specific gravity (Gmm) that differs greatly from the mix design Gmm. This could be caused by several factors, but regardless of the cause, warrants investigation.

Proposed solution:

1. Modify wording to allow both hydrated lime and liquid anti-strip in the same mixture.
2. Add wording to exclude bicycle/shared use paths from density testing.
3. Add wording to better define intersections and related density testing requirements.
4. Add wording to 334-5.4.4 to require the Contractor to investigate cause when a Gmm value is obtained that differs by more than 0.040 from the mix design Gmm. The findings are to be reported to the Engineer.

Information source: SMO Bituminous staff.

Recommended Usage Note: All asphalt projects.



Florida Department of Transportation

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STEPHANIE KOPELOUSOS
SECRETARY

MEMORANDUM

DATE: December 10, 2010

TO: Specification Review Distribution List

FROM: Rudy Powell, Jr., P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **3340302 Superpave Asphalt Concrete.**

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

These changes were proposed by Greg Sholar of the State Materials Office to allow the use of both hydrated lime and liquid anti-strip in the mix design, clarify the language relating to density testing in intersections, exclude bicycle/shared use paths from density testing, and to require the Contractor to investigate and report to the Engineer the cause of discrepancies when maximum specific gravity obtained differs more than 0.040 from the mix design maximum specific gravity.

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 email at SP965RP or rudy.powell@dot.state.fl.us. Comments received after **January 7, 2011** may not be considered. Your input is encouraged.

RP/dt
Attachment

SUPERPAVE ASPHALT CONCRETE.
(REV 11-24-10)

SUBARTICLE 334-3.2.6 (of the Supplemental Specifications) is deleted and the following substituted:

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 *and/or* hydrated lime (meeting the requirements of Section- 337) in order to meet these criteria.

SUBARTICLE 334-5.1.2 (of the Supplemental Specifications) is deleted and the following substituted:

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, *bike/shared use paths, crossovers*, 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.

Density testing for acceptance will not be performed in intersections. The limits of the intersection will be from stop bar to stop bar for both the mainline and side streets. A random core location that occurs within the intersection shall be moved forward or backward from the intersection at the direction of the Engineer. Density testing for side streets will not be required if the length of the paving work on the side street from the stop bar is less than 500 feet.

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.

SUBARTICLE 334-5.4.4 (of the Supplemental Specifications) is deleted and the following substituted:

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 sublots 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.

In the event that a G_{mm} test result differs by more than 0.040 from the mix design G_{mm} , investigate the cause(s) of the discrepancy and report the findings and proposed actions to the Engineer.

Table- 334-5
Master Production Range

Characteristic	Tolerance ⁽¹⁾
Asphalt Binder Content (percent)	Target ± 0.55
Passing No. 200 Sieve (percent)	Target ± 1.50
Air Voids (percent) Coarse Graded	2.00 - 6.00
Air Voids (percent) Fine Graded	2.30 - 6.00
Density (percent G_{mm}) ⁽²⁾	
Coarse Graded (minimum)	93.00
Fine Graded (minimum)	90.00

⁽¹⁾ Tolerances for sample size of n = 1 from the verified mix design

⁽²⁾ Based on an average of 5 randomly located cores

Estimated fiscal impact, if implemented: None.

Implementation of these changes, if and when approved, will begin with the July 2011 letting.

For State Specifications Office Use Only

Begin date:

File Number:

Scheduled completion date:

Implementation date:

Implementation team member:

Usage Note:

Notes: