

EXPECTED IMPLEMENTATION JANUARY 2013

330 HOT MIX ASPHALT – GENERAL CONSTRUCTION REQUIREMENTS. **(REV 5-7-12) (FA 7-18-12) (1-13)**

SUBARTICLE 330-3.2.2 (Page 253) is deleted and the following substituted:

330-3.2.2 Ambient Air Temperature: Place the mixture only when the air temperature in the shade and away from artificial heat meets requirements of Table 330-1. The minimum ambient temperature requirement may be reduced by 5°F when using warm mix technology, if mutually agreed to by both the Engineer and the Contractor. For FC-5 mixtures, meet the requirements of 337-7.

Table 330-1	
Ambient Air Temperature Requirements for Paving	
Layer Thickness or Asphalt Binder Type	Minimum Temperature (°F)
≤ 1 inch	50
Any mixture > 1 inch containing a PG asphalt binder having a high temperature designation ≥ 76°C or ARB-5	45
Any mixture > 1 inch containing a PG asphalt binder having a high temperature designation < 76°C	40

SUBARTICLE 330-9.4.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.2 Test Method: Perform all straightedge testing in accordance with FM 5-509 in the outside wheel path of each lane. The Engineer may require additional testing at other locations within the lane.

SUBARTICLE 330-9.4.5.1 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.5.1 General: Straightedge the final Type SP structural layer and friction course layer in accordance with 330-9.4.2, with the exception that if the method of acceptance is by laser profiler, then straightedging of the friction course layer is not required. Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.

SUBARTICLE 330-9.4.5.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.5.2 Straightedge Exceptions: Straightedge testing will not be required in the following areas: shoulders, intersections, tapers, crossovers, sidewalks, shared use paths, parking lots and similar areas, or in the following areas when they are less than 250 feet in

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length: turn lanes, acceleration/deceleration lanes and side streets. The limits of the intersection will be from stop bar to stop bar for both the mainline and side streets.

As an exception, in the event the Engineer identifies a surface irregularity in the above areas that is determined to be objectionable, straightedge and address all deficiencies in excess of 3/8 inch in accordance with 330-9.5.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, at the beginning and end of bridge structures, at manholes, and at utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer. In addition, the Engineer may also waive the straightedging requirements on ramps and superelevated sections where the geometrical orientation of the pavement results in an inaccurate measurement with the rolling straightedge.

SUBARTICLE 330-9.4.5.5 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.5.5 Friction Course Layer: Where required per 330-9.4.5.1, straightedge the friction course layer in accordance with 330-9.4.2, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the QC straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-9.5.

SUBARTICLE 330-9.5.1.1 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.5.1.1 Structural Layers: Correct all deficiencies, as defined in these Specifications, in the Type SP structural layers by removing and replacing the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane.

As an option, for high straightedge deficiencies only, mill the pavement surface the full lane width to a depth and length that is adequate to remove the deficiency. This option only applies if the structural layer is not the final surface layer.