

ORIGINATION FORM

Proposed Revisions to the Specifications

(Please provide all information - incomplete forms will be returned)

Date:

Specification Section:

Originator:

Articles/Subarticles:

Telephone:

email:

Will the proposed revision involve Design Standard Index changes? Yes No

Roadway Design staff contacted (name):

Will the proposed revision involve PPM changes? Yes No

Roadway Design staff contacted (name):

Will the proposed revision involve CPAM changes? Yes No

Construction staff contacted (name):

Will the proposed revision involve Pay Item changes? Yes No

Estimates staff contacted (name):

Will the proposed revision involve SDG changes? Yes No

Structures staff contacted (name):

Will the proposed revision involve APL changes? Yes No

Product Evaluation staff contacted (name):

Will this revision necessitate any of the following:

Design Bulletin

Construction Bulletin

Estimates Bulletin

Are all references to external publications current? Yes No

If not, what references need to be updated (please include changes in the redline)?

Why does the existing language need to be changed?

Summary of the changes:

Are these changes applicable to all Department jobs? Yes No

If not, what are the restrictions?

Contact the State Specifications Office for assistance in completing this form.

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Florida Department of Transportation

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JIM BOXOLD
SECRETARY

MEMORANDUM

DATE: May 29, 2015

TO: Specification Review Distribution List

FROM: Daniel Scheer, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **3340104 Superpave Asphalt Concrete.**

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

The changes are proposed by Greg Sholar of the State Materials Office to removed unnecessary references to fine graded mixtures, increase allowable lift thickness for 19.0 mm mixtures to 4.0 inches, change Master Production Range value for roadway density, add between-lab precision values for roadway density being measured by use of the vacuum drying test machine, change reference from "CPF" to "PF", and change Percent Within Limits specification for roadway density for static compaction projects due to mandatory implementation of vacuum drying.

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 online at <http://www2.dot.state.fl.us/ProgramManagement/Development/IndustryReview.aspx> . Comments received after **June 26, 2015**, may not be considered. Your input is encouraged.

DS/ot
Attachment

SUPERPAVE ASPHALT CONCRETE.

(REV 5-1921-15)

SUBARTICLE 334-1.4.1 is deleted and the following substituted:

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 to 1-1/2 inches

Type SP-12.5..... 1-1/2 to 2-1/2 inches

Type SP-19.0..... 2 to ~~3-1/2~~ 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 below FC-5 mixtures. Type SP-19.0 mixtures are permissible in the layer directly below FC-9.5 and FC-12.5 mixtures.

SUBARTICLE 334-1.4.2 is deleted and the following substituted:

334-1.4.2 Additional Requirements: The following requirements also apply to 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 (less than or equal to 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 Documents. 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 and maximum allowable thicknesses will be as specified below, unless called for differently in the Contract Documents.

Type SP-9.5..... 3/8 to 2 inches

Type SP-12.5..... 1/2 to 3 inches

Type SP-19.0..... 1-1/2 to ~~3-1/2~~ inches

4. Variable thickness overbuild layers constructed using a Type SP-9.5 or SP-12.5 mixtures may be tapered to zero thickness provided the contract documents require a minimum of 1-1/2 inches of dense-graded mix placed over the variable thickness overbuild layer.

SUBARTICLE 334-5.4.4 is deleted and the following substituted:

334-5.4.4 Individual Test Tolerances for QC Testing: Terminate the LOT if any of the following QC 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 does not meet the requirements of Table 334-5,
- 3.) Two consecutive test results within the same LOT for gradation or asphalt binder content do not meet the requirements of Table 334-5,

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 QC Manager and/or Asphalt Plant Level II technician responsible for the decision to resume production after a QC failure, as identified in Section 105. 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 QC failure is not addressed as defined above, the Engineer's approval will be required prior to resuming production after any future QC failures.

Address any material represented by a failing test result, *as defined above in this subarticle*, 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 causes 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 (%)	Target ±0.55
Passing No. 200 Sieve (%)	Target ±1.50
Air Voids (%)	2.30 – 6.00
Density (minimum % G_{mm}) ⁽²⁾	90.00 89.50

⁽¹⁾ Tolerances for sample size of n = 1 from the verified mix design
⁽²⁾ Based on an average of 5 randomly located cores

SUBARTICLE 344-5.5.1 is deleted and the following substituted:

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. In lieu of the 1-1/2 hours reheating procedure, the mixture may be reheated to within plus or minus 20°F of the roadway compaction temperature using a microwave oven. Stir the mixture as necessary during the reheating process to maintain temperature uniformity. Subsequently, condition and test the mixture as described in 334-5.1.1.

The Verification test results will be compared with the QC 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) 0.015	
P _b	0.44%
P-200	FM 1-T 030 (Figure 2)
P-8	FM 1-T 030 (Figure 2)
<i>G_{mb} (roadway cores) using vacuum drying</i>	
<i>%G_{mm} of core⁽¹⁾ -> 91.0%</i>	<i>0.006</i>
<i>88.0 < %G_{mm} of core⁽¹⁾ ≤ 91.0</i>	<i>0.008</i>
<i>%G_{mm} of core⁽¹⁾ ≤ 88.0%</i>	<i>0.020</i>
<i>†(1) Use the QC subplot G_{mm} to calculate the %G_{mm} of each core.</i>	

If all of the specified mix characteristics compare favorably, then the LOT will be accepted, with payment based on the Contractor's QC 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.

SUBARTICLE 334-5.9.1 is deleted and the following substituted:

334-5.9.1 CPFs 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.

SUBARTICLE 334-8.2.3.1 is deleted and the following substituted:

334-8.2.3.1 Pay Factors (PF): -Percent Within Limits: The percent within limits (PWL) and Pay Factors for the LOT will be calculated as described below. Variables used in the calculations are as follows:

- x = individual test value (subplot)
- n = number of tests (sublots)
- s = sample standard deviation

- $\Sigma(x^2)$ = summation of squares of individual test values
 $(\Sigma x)^2$ = summation of individual test values squared
 Q_U = upper quality index
 USL = upper specification limit (target value plus upper specification limit from Table 334-8)
 Q_L = lower quality index
 LSL = lower specification limit (target value minus lower specification limit from Table 334-8)
 P_U = estimated percentage below the USL
 P_L = estimated percentage above the LSL

(1.) Calculate the arithmetic mean (\bar{X}) of the test values:

$$\bar{X} = \frac{\sum x}{n}$$

(2.) Calculate the sample standard deviation (s):

$$s = \sqrt{\frac{n \sum (x^2) - (\sum x)^2}{n(n-1)}}$$

(3.) Calculate the upper quality index (Q_U):

$$Q_U = \frac{USL - \bar{X}}{s}$$

(4.) Calculate the lower quality index (Q_L):

$$Q_L = \frac{\bar{X} - LSL}{s}$$

(5.) From Table 334-9, determine the percentage of work below the USL (P_U).

(6.) From Table 334-9, determine percentage of work above the LSL (P_L) Note: If USL or LSL is not specified; percentages within (USL or LSL) will be 100.

(7.) If Q_U or Q_L is a negative number, then calculate the percent within limits for Q_U or Q_L as follows: enter Table 334-9 with the positive value of Q_U or Q_L and obtain the corresponding percent within limits for the proper sample size. Subtract this number from 100.00. The resulting number is the value to be used in the next step (Step 8) for the calculation of quality level.

(8.) Calculate the percent within limits (PWL) = $(P_U + P_L) - 100$

(9.) Calculate the Pay Factor (PF) for each quality characteristic using the equation given in 334-8.2.3.2.

Table 334-8 Specification Limits	
Quality Characteristic	Specification Limits
Passing No. 200 sieve (-percent)	Target ± 1.0
Asphalt Content (-percent)	Target ± 0.40
Air Voids (-percent)	4.00 ± 1.20
Density, <i>vibratory mode</i> (-percent of G_{mm}):	$93.00 + 2.00, - 1.20^{(+)}$
<i>Density, static mode</i> ⁽¹⁾ (percent of G_{mm})	$92.00 + 3.00, - 1.50^{(1)}$

(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 - 1.50 percent of G_{mm} . No additional compensation, cost or time, shall be made.~~

Table 334-9 Percent Within Limits				
Quality Index	Percent within Limits for Selected Sample Size			
	n = 3	n = 4	n = 5	n = 6
0.00	50.00	50.00	50.00	50.00
0.05	51.38	51.67	51.78	51.84
0.10	52.76	53.33	53.56	53.67
0.15	54.15	55.00	55.33	55.50
0.20	55.54	56.67	57.10	57.32
0.25	56.95	58.33	58.87	59.14
0.30	58.37	60.00	60.63	60.94
0.35	59.80	61.67	62.38	62.73
0.40	61.26	63.33	64.12	64.51
0.45	62.74	65.00	65.84	66.27
0.50	64.25	66.67	67.56	68.00
0.55	65.80	68.33	69.26	69.72
0.60	67.39	70.00	70.95	71.41
0.65	69.03	71.67	72.61	73.08
0.70	70.73	73.33	74.26	74.71
0.75	72.50	75.00	75.89	76.32
0.80	74.36	76.67	77.49	77.89
0.85	76.33	78.33	79.07	79.43
0.90	78.45	80.00	80.62	80.93
0.95	80.75	81.67	82.14	82.39
1.00	83.33	83.33	83.64	83.80
1.05	86.34	85.00	85.09	85.18
1.10	90.16	86.67	86.52	86.50
1.15	97.13	88.33	87.90	87.78
1.20	100.00	90.00	89.24	89.01

Table 334-9 Percent Within Limits				
Quality Index	Percent within Limits for Selected Sample Size			
	n = 3	n = 4	n = 5	n = 6
1.25	100.00	91.67	90.54	90.19
1.30	100.00	93.33	91.79	91.31
1.35	100.00	95.00	92.98	92.37
1.40	100.00	96.67	94.12	93.37
1.45	100.00	98.33	95.19	94.32
1.50	100.00	100.00	96.20	95.19
1.55	100.00	100.00	97.13	96.00
1.60	100.00	100.00	97.97	96.75
1.65	100.00	100.00	98.72	97.42
1.70	100.00	100.00	99.34	98.02
1.75	100.00	100.00	99.81	98.55
1.80	100.00	100.00	100.00	98.99
1.85	100.00	100.00	100.00	99.36
1.90	100.00	100.00	100.00	99.65
1.95	100.00	100.00	100.00	99.85
2.00	100.00	100.00	100.00	99.97
2.05	100.00	100.00	100.00	100.00
2.10	100.00	100.00	100.00	100.00
2.15	100.00	100.00	100.00	100.00
2.20	100.00	100.00	100.00	100.00
2.25	100.00	100.00	100.00	100.00
2.30	100.00	100.00	100.00	100.00
2.35	100.00	100.00	100.00	100.00
2.40	100.00	100.00	100.00	100.00
2.45	100.00	100.00	100.00	100.00
2.50	100.00	100.00	100.00	100.00
2.55	100.00	100.00	100.00	100.00
2.60	100.00	100.00	100.00	100.00
2.65	100.00	100.00	100.00	100.00