



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

December 19, 2013

Chad Thompson
Programs Operations Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: State Specifications and Estimates Office
Section **334**
Proposed Specification: **3340104 Superpave Asphalt Concrete.**

Dear Mr. Thompson:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Greg Sholar of the State Materials Office (SMO) to clarify permissible locations within the pavement structure for Type SP-19.0 mixtures, increase permissible number of mix designs, modify web link for approved warm mix products, and specify maximum number of days a lot can remain open.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to SP965DS or daniel.scheer@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Daniel Scheer, P.E.
State Specifications Engineer

DS/dt

Attachment

cc: Florida Transportation Builders' Assoc.
State Construction Engineer

SUPERPAVE ASPHALT CONCRETE.
(REV 10-25-13)

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 334-3.2.1 is deleted and the following substituted:

334-3.2.1 General: Design the asphalt mixture in accordance with AASHTO R 35-12, 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~~*four* mix designs per nominal maximum aggregate size per traffic level per binder grade per year, where the year starts at the Notice to Proceed. Exceeding this limitation will result in a maximum Composite Pay Factor (CPF) 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>

<http://www.dot.state.fl.us/statematerialsoffice/quality/programs/warmmixasphalt/index.sh>
[tm](#).

SUBARTICLE 334-5.3 is deleted and the following substituted:

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, *but under no circumstances shall the Lot be left open longer than 60 days.*

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. If a LOT is closed before the first plant random sample is obtained, then the LOT will be visually accepted by the Engineer and the LOT pay factor will be 1.00.

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Do not use more than four mix designs per nominal maximum aggregate size per traffic level per binder grade per year, where the year starts at the Notice to Proceed. Exceeding this limitation will result in a maximum Composite Pay Factor (CPF) of 1.00 as defined in 334-8.2 for all designs used beyond this limit.

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