



Materials spec. changes for 2016

2016 Asphalt Regional Seminars

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Key info for 2016



Noteworthy changes

ALL contracts

- Get more liquid asphalt in our mixes
 - *Section 211 - 50 gyration experimental mix design procedures*
 - *Try to improve durability of mixes over time*

- Get proper/better tack
 - *Section 310 - Tack & Bond*
 - *Tack is now a separate pay item*
 - *Field inspection requirements for ensuring proper application rate -&- measuring/paying for actual quantity applied*

Noteworthy changes

ALL contracts

- Allow use of RAP as shoulder stone
 - *Special Provision for 305 - RAP use as shoulder stone*
 - *VDOT and Contractor must both be agreeable*

- Scratch courses - provide easier contract mechanism
 - *Special Provision – Scratch & Leveling course (industry proposal)*
 - *VDOT option to use, or not.....not required for use by CN staff.....*

Chief Engineer focus areas

**2016 changes for improving
& incentivizing quality**

Chief Engineer formed a committee of 6:

3 from VDOT and 3 from VAA

VDOT

- Kerry Bates (Construction Division - chair)
- Charles Miller (Business Transformation & Special Projects)
- Rob Crandol (Materials Division)

VAA

- Ed Dalrymple (Chemung Contracting)
- Dave Helmick (Superior Paving)
- Brent Moore (A&A)

Focus items discussed

- Milling – quality & required timeframes
- Pavement markings – quality & required timeframes
- Getting better asphalt quality (increasing liquid AC)
- Getting better asphalt density in the field

Where possible – *incentive* for quality

General criteria for *pilot* projects

- The Chief Engineer has asked that we target no fewer than 15 contracts.
- Spread the work across the state.
- Targeted work should prioritize, as much as possible, the following types of routes to help with the in-place compaction requirements in pilot specs:
 - Interstate/Primary routes
 - Routes with consistent base structure
 - Routes with multiple layers (where available in planned work)

2016 *pilot* projects

Order No.	UPC(s)	Project
107	107440, 107441, 107443	(NFO)PM1F-961-F17, N501
222	106317	(NFO)PM2H-033-F16, P401
225	106822	(NFO)PM2L-009-F16, P401
309	107910, 107911	(NFO)PM3E-041-F16, N501
310	107912, 107913, 107914	(NFO)PM3F-071-F16, N501
410	107807	(NFO)PM4E-042-F16, P401
411	107847	(NFO)PM4A-042-F16, P401
510	107873	(NFO)PM5P-091-F16, P401
513	107359	(NFO)PM5H-114-F16, P401
516	107417	(NFO)PM5F-090-734, P401
608	107320, 107321, 107322, 107095, 106535	(NFO)PM6B-966-F16, P401
709	107469, 107473, 107412	(NFO)PM7E-967-F16, P401
812	107274	(NFO)PM8Q-085-F16, N501
816	107747	(NFO)PM8T-968-F16, N501
919	108179, 108162	(NFO)PM9J-029-F16, N501

Section 211 – Asphalt Mix Design

1. Minimum AC requirements:

- SM-9.5 = 5.5%
- SM-12.5 = 5.3%
- *NOTE – adjustments for specific gravity may allow lower %AC*

2. Incentive of up to 5% - consistency of AC content

- % of unit bid price, per ton, for consistency - *no sieves w/ st. dev. adjustment points to receive bonus.*

3. Increase of negative adjustment points for being out-of-spec:

- from 1% to 3% on process tolerance(s)
- from 0.5% to 1.0% for standard deviation

Pilot projects only

Section 315 – Asphalt Placement

1. Field compaction requirements:

- Slight increase in field density control strip requirements (all Superpave surfaces now 92.5%)
- QC by contractor – still requires roller pattern, control strips
- QA / acceptance – now with plugs/cores (similar to SMA)

2. Incentive of up to 5% - meeting minimum density requirements with consistency

- *must be 100% pay, and have 80% of plugs from each sub-lot be 92.5 -96.5 % of TMD to receive bonus*

Pilot projects only

Questions?