

ITEM 09402.099201 - 9.5 mm F2 SUPERPAVE HMA WITH ICE RETARDANT
ITEM 09402.129201 - 12.5 mm F2 SUPERPAVE HMA WITH ICE RETARDANT

The provisions of Section 401 - Plant Production and Section 402 - Hot Mix Asphalt (HMA) Pavements shall apply except as modified and/or revised below.

DESCRIPTION:

This work shall consist of developing Hot Mix Asphalt pavement courses using the *SUPERPAVE* Mix Design procedure detailed in Materials Method 5.16, "*SUPERPAVE* Hot Mix Asphalt Mixture Design and Mixture Verification Procedures," in accordance with these specifications and in reasonable close conformity with the required lines, grades, thicknesses, and typical sections shown on the plans or established by the Engineer. Written instructions for determining pavement density are available from the Regional Materials Engineer.

MATERIALS:

The materials and composition for these mixtures shall meet the requirements specified in §401-2 Materials, except as noted herein. The specific Performance Graded Binder and the Design Estimated Traffic in 80 kN ESALs will be specified by a special note in the Contract Proposal.

Blotting Aggregate. Aggregate for blotting shall be dry and clean crushed screenings approved by the Engineer.

Ice Retardant Additive. The Ice Retardant additive shall be selected from the Department's current Approved List. The percentage of additive is based on the total weight of the mix and shall be either 5.0%, 5.25%, or 5.5% as specified by Special Note in the project proposal.

The provisions of §401-2.05, Reclaimed Asphalt Pavement, shall be deleted.

CONSTRUCTION DETAILS:

The provisions of §401-3 and §402-3, Construction Details, shall apply except as modified below:

“The Ice Retardant additive may be batched and recorded manually. Proportioning of the additive shall be accurate to 0.1% of the total mixture batch weight. The additive shall be sieved through a 19.0 mm sieve to eliminate lumps prior to its addition to the mixer.

The aggregate dry mix shall be at least 15 seconds. The aggregate and asphalt wet mix time shall be at least 30 seconds. The Ice Retardant additive shall then be added to the mixture and mixed for additional 15 seconds or until all the additive particles are thoroughly coated.”

The provisions of §401-3.04, Quality Control Sampling and Testing, shall apply except that the sampling points will be determined by the Regional Materials Engineer.

Add the following to the end of §402-3, Construction Details:

Prior to paving operations for this item, determine the Project Target Density (PTD) for this item by using the method outlined in the MP96-08, "Pavement Density Monitoring of Hot Mix Asphalt with Ice Retardant Additive". Begin routine paving operations, immediately following the determination of the PTD, to the satisfaction of the Engineer.

Only gauge(s) calibrated for this project will be allowed to be used during routine paving operations. If another nuclear gauge is to be used, a new PTD must be established using the procedures outlined earlier.

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The provisions of §402-3.07, Compaction, shall be deleted and replaced with the following:

Routine paving operations will not begin unless both a project calibrated nuclear density gauge and an operator are present.

Immediately after the HMA mixture has been spread, struck off, and surface irregularities adjusted to uniformity, compact it using rollers meeting the requirements of §402-3.04, Rollers. Roll the surface when the mixture is in the proper condition and when the rolling does not cause displacement, cracking or shoving as determined by the Engineer. Initially roll all courses with the roller traveling parallel to the centerline of the pavement beginning at each edge and working toward the center. Roll the banked curves starting at the low side edge and working toward the super-elevated edge.

Use a nuclear density gauge to monitor and record the pavement and longitudinal joint density in accordance with this section and Materials Procedure 96-08. The nuclear density gauge should consist of a radioactive source, scaler and other basic components housed in a single backscatter unit. The gauge must be operated by personnel trained in the principles of nuclear testing and safety practices.

Compact the pavement and the longitudinal joints sufficiently to achieve a minimum density of 98% of the PTD at single test locations as determined by a nuclear density gauge. The nuclear gauge density testing frequency will be performed as indicated in Table 1 below.

TABLE 1 - Testing Frequency

Lane meters, L	Frequency of Readings
L ≤ 30 m	every 5 m
30 m < L ≤ 450 m	every 15 m
451 m < L ≤ 1500 m	every 30 m
L > 1500 m	every 60 m

Record density readings on a BR 334 "Ice Retardant Asphalt Concrete Pavement Density Data". At the end of each production day provide the Engineer with copies of all BR 334 forms relating to that days work.

If the average of 4 nuclear density gauge measurements taken at 90° angles over two consecutive readings falls below 98% of the PTD, stop routine paving operations and determine a new PTD using the method described earlier. Normal production will only resume after establishing a new PTD.

When the rolling operation is complete there should be no visible shallow ruts, ridges, roller marks, or irregularities in the pavement. If these imperfections are present, correct the imperfections or replace the pavement to the satisfaction of the Engineer. All corrective work will be performed at no additional cost to the Department.

Correct at once any displacement occurring as a result of reversing the direction of the roller, or from other causes, by the use of rakes and addition of fresh mixture as required. Care will be exercised in rolling not to displace the line and grade of the edges of the HMA mixture. To prevent adhesion of the mixture to the rollers, keep the wheels properly moistened with water, water mixed with small quantities of detergent or other approved material. Petroleum products or solvents having an adverse effect upon the HMA pavement will not be permitted for use on State projects.

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Unless otherwise directed by the Engineer, construct and compact the longitudinal joint by using the tapered wedge joint method specified in §402-3.09 B. 2. Option B - Tapered Wedge Joint. Prior to placing the adjacent lane, apply tack coat to the joint at a rate specified by the Engineer.

Along forms, curbs, headers, walls and other areas not accessible to rollers, thoroughly compact the mixture with mechanical tampers. On depressed areas, use a trench roller or a small vibratory roller with the approval by the Engineer. Cleated compression strips also may be used under the roller to transmit compression to the depressed area.

Remove and replace with fresh HMA mixture any mixture that becomes loose and broken, mixed with dirt, or is in any way defective. Compact the mixture to conform with the surrounding area. Correct any area showing an excess or deficiency of HMA material.

Vibratory compaction is not permitted when compacting HMA mixtures on structural bridge decks, or other structures less than 0.6 meter cover. When using vibratory compaction, repair all damages which may occur to the highway components and adjacent property, including buried utility and service facilities, at no cost to the State.

Immediately after compaction, while the surface is still warm, cover the ice retardant overlay with a layer of clean, dry, crushed screenings. Apply the crushed screenings at approximately 1.1 kg/m². Spreading of the crushed screenings may be done by hand brooming or other methods approved by the Engineer. Roll the crushed screenings with a self propelled steel wheel tandem roller weighing a minimum of 8 metric tons in a separate operation from the compaction train. The temperature of the surface shall not be lower than 90_C. Just prior to opening to traffic, sweep the crushed screenings from the pavement surface by a method approved by the Engineer. Sweeping must remove all loose aggregate particles.

Before opening the pavement to traffic, erect warning signs W8-28 "Fresh Oil" as prescribed by the New York State Department of Transportation Manual of Uniform Traffic Control Devices. Flush the pavement surface with water using a pressure distributor. The pressure distributor shall be equipped and operated so that the water can be applied, at a uniform pressure with a rate of 9.0 L/m² and a minimum width of 3.6 m. Flushing shall be done in two passes. Make the first pass using a minimum rate of 2.3 L/m². Before the pavement dries, approximately 10 to 30 minutes after the first pass, make the second pass using a minimum rate of 9.0 L/m². Flush the pavement as many times as necessary to remove any sheen, or as directed by the Engineer. Water flushing will also include all locations where traffic has tracked the oil. Remove the "Fresh Oil" warning signs when directed by the Engineer.

Use traffic paint conforming to Item 640 - Reflectorized Pavement Marking Paint for short-term pavement markings. Maintain these markings until permanent markings can be placed.

Apply permanent pavement markings either before any sheen develops on the surface of the ice retardant asphalt concrete or after all evidence of it has vanished.

METHOD OF MEASUREMENT:

The provisions of §401-4 and §402-4, Method of Measurement, shall apply including the following:

The final Quality Adjustment Factor for plant production shall be 1.00.

BASIS OF PAYMENT:

The provisions of §402-5, Basis of Payment, shall apply.

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Payment will be made under:

ITEM NO.	ITEM	PAY UNIT
09402.099201	9.5 mm F2 SUPERPAVE HMA with Ice Retardant	Metric Ton
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