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ENGINEERING & CONSTRUCTION BULLETIN

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Chief Engineer

Bituminous Concrete Specifications, Sections 4.06 and M.04

Please be advised that Owned Special Provisions Sections 4.06 and M.04 (Bituminous Concrete and Bituminous Concrete Materials) are superseded by revised versions with the same section identifiers for projects that have not reached FDP by the time of this publication and moving forward. These revised versions of the Section 4.06 and M.04 Owned Special Provisions should be accessed through the Department's Owned Special Provision web page. These revised specifications may also be used, at the Design Engineer's discretion, for projects between FDP and DCD at the time of this publication

- The required number of design gyrations for Superpave Traffic Level 3 mixes has been lowered from 100 to 75 in Table M.04.02-4 of Section M.04 in order to provide more compactible bituminous concrete materials in the field. To offset any reduced resistance to permanent deformation cause by lowering the gyrations, Polymer Modified Asphalt (PMA) is hereby required, by way of this directive, for all Superpave Traffic Level 3 mixes on projects incorporating these revised Sections 4.06 and M.04.
- Design Engineers are advised of revisions to Section 4.06 that permit them to exclude continuous paving lengths (pulls) of less than 500 feet in estimates for Item No. 0406600 – Material Transfer Vehicle (MTV) for paving of the surface course material. For example, estimates for MTVs should generally not include any tonnage for short turn lanes because the continuous paving length is usually less than 500 feet. Construction Inspectors should be mindful that the Engineer has the discretion to not require the use of the MTV for these short pulls of less than 500 feet.
- Revisions include language that implements percent within limits (PWL) specifications for field density of bituminous concrete pavement. PWL specifications have been advocated by the Federal Highway Administration as an improved method for assessing quality over traditional methods because they account for material variability and will improve pavement uniformity.
- Construction Inspectors should note that material for tack coat must be heated to 160°F ± 10°F before being applied, and that factors to convert volume of tack coat to equivalent volumes at 60°F were removed from Section 4.06.