REFERENCE GUIDE

LEARN MORE ABOUT ASPHALT BID/MIX SPECIFICATION UPDATES

UPDATED JANUARY 2020

WAPA

WISCONSIN ASPHALT PAVEMENT ASSOCIATION

ASPHALT BID/MIX SPECIFICATION UPDATES

Since 2016, WisDOT has required that asphalt mix and PG binder prices be combined into one bid item. In addition, submitted bids must use an updated nomenclature that streamlines the various components of the bid item. The purpose of this reference guide is to help familiarize you with the updated nomenclature and provide examples of how to discuss your bids under this revised method.

Under the updated system, Wisconsin is divided into two geographic zones–northern and southern–which dictate the asphaltic binder grade to be used. Also, the asphalt mix gradation, traffic level classification, and binder designation components of the bid item have new, condensed categories. The information contained in this guide about these components illustrate the options available to you when discussing your bids.

Please be sure to reference the tear-off guide which includes a mix table comparison of the former and updated terminology, a step-by-step process for bid formulation, and an example of a bid item using the updated method.

As always, please contact WAPA if you have questions or need assistance during this transition.

WisDOT has modified the Standard Specifications 450 through 465 to reflect these changes, as well as FDM chapters 14, 19 and related CMM chapters.

Contact WAPA for more information:

(608) 255-3114 • www.wispave.org

TO BE USED FOR PROJECTS:
SOUTHERN ASPHALT ZONE

Classification	Applications	Upper Layer Binder Designation	Asphalt Mixes

LT
<1 Million ESALs
	• **Residential driveways**
	• **Parking lots**
	• **Schools & recreational areas**
	  • Playgrounds/tracks
	  • Bike paths
	  • Sidewalks
	• **Low volume roadways**
	  • Subdivision streets
	  • Collector streets
	  • Town roads
	  • County roads
		Standard (S)
		No modification for normal traffic situations
			LT 58-28 S

MT
1-8 Million ESALs
	• **Industrial parking lots**
	  • Loading docks
	  • Bus stops
	• **Medium volume roadways**
	  • Arterial streets
	  • Roundabouts
	  • Slow moving traffic
	  • Town roads
	  • County roads
		Standard (S)
		No modification for normal traffic situations
		
		Heavy (H)
		To accommodate slow moving traffic situations
			MT 58-28 S
			
			MT 58-28 H

HT **>8 Million ESALs**	• **Truck terminals** • **Industrial roadways** • Arterials	**Heavy (H)** To accommodate slow moving traffic situations	**HT 58-28 H**

- **Lower layers are to use 58-28 S as the asphaltic binder grade for most projects**
- **Overlay projects are to use 58-28 S unless slow moving traffic dictates a change to an H or V**

TO BE USED FOR PROJECTS:
NORTHERN ASPHALT ZONE

Classification	Applications	Upper Layer Binder Designation	Asphalt Mixes

LT
<1 Million ESALs
	• **Residential driveways**
	• **Parking lots**
	• **Schools & recreational areas**
	  • Playgrounds/tracks
	  • Bike paths
	  • Sidewalks
	• **Low volume roadways**
	  • Subdivision streets
	  • Collector streets
	  • Town roads
	  • County roads
		Standard (S)
		No modification for normal traffic situations
			LT 58-28 S
			
			LT 58-34 S

MT
1-8 Million ESALs
	• **Industrial parking lots**
	  • Loading docks
	  • Bus stops
	• **Medium volume roadways**
	  • Arterial streets
	  • Roundabouts
	  • Slow moving traffic
	  • Town roads
	  • County roads
		Standard (S)
		No modification for normal traffic situations
		
		Heavy (H)
		To accommodate slow moving traffic situations
			MT 58-28 S
			
			MT 58-34 S
			
			MT 58-28 H
			
			MT 58-34 H

HT **>8 Million ESALs**	• **Truck terminals** • **Industrial roadways** • Arterials	**Heavy (H)** To accommodate slow moving traffic situations	**HT 58-28 H** **HT 58-34 H**

- **Lower layers are to use 58-28 S as the asphaltic binder grade for most projects**
- **Overlay projects are to use 58-28 S unless slow moving traffic dictates a change to an H or V**