

STATEWIDE DISPUTES REVIEW BOARD HEARING ON MARCH 11, 2014  
ENFORCEMENT OF THE VALUE ADDED ASPHALT PAVEMENT WARRANTY  
REWORKED ASPHALT CONCRETE ON SR-54  
CONTRACTOR: H.I.P. HOT-IN-PLACE PAVING, LLC  
FINANCIAL PROJECT NUMBER 416026-1-72-19  
CONTRACT: E7H16  
PASCO COUNTY

The hearing was opened at 9:00 A.M. in District 7 Headquarters in the Pelican Room.

The purpose of the hearing was to determine if the contract specifications, as executed, are fairly and properly applied to this specific project.

It is beyond the scope of this Board to review the concept or market use of the Hot in Place Recycling process.

The meeting was strictly to determine whether the Value Added Warranty Specification, Section 338, clearly outlines the method of repairs that are allowed to correct pavement deficiencies.

Mr. Frank Crupi, the owner of H.I.P. Hot-In-Place Paving, LLC, was given the opportunity to outline his objections to the type of repair required under the 338 Asphalt Warranty Specification and to request the opportunity to use the hot in place recycling method to repair the project deficiencies. Mr. Crupi admitted that the rejuvenating agent that was used proved to be unsatisfactory and caused the deficiencies in the pavement which includes raveling, cracking and poor ride ratings. All parties were in general agreement of the scope and nature of the project deficiencies.

Jim Musselman, State Bituminous Materials Engineer, presented the FDOT viewpoint. He stated that the 338 Specification clearly requires that the deficient areas be milled full depth and full lane width and replaced with either 334 material, which is a SUPERPAVE mix, or 337 material, which would be a friction course mix.

Following the rebuttals given by Frank Crupi and Jim Musselman, the Asphalt Warranty Disputes Review Board, consisting of Scott Cushing, David Donofrio, and Jon Chellgren met. The Board determined that the method of repair required under Specification 338 is a contract document and that this is the method that must be used to correct the deficient areas.

Respectfully Submitted,

Scott A. Cushing  
Chairman