9160201 BITUMINOUS MATERIALS
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (Internal 5-24-21)
However, Section 916-3.2 is adding Tack sampling at the project from the Distributor once per project. To date all verification sampling of materials bituminous or otherwise has always occurred at the plant. I don't see why that should change. At the very least the logistics of sampling at the plant make it the obvious choice, (e.g. sampling from a single hose, easy access to quart cans, standard point of pick up for samples heading to FDOT for verification etc.…).

Additionally, the statement of the Engineer requiring core samples for Bond Strength testing is open ended. What happens if there is a failure? I think there should be some clarification on how that whole process would work.
Response:
Ananth:

Thank you for your comments. We acknowledge your point that all asphalt mixture verification sampling is performed at the asphalt plant, but the material in the distributor can differ from the material in a storage tank at the plant or in a drop tank in the field. We have been experiencing issues related to the tack product contained in the distributor. We have identified multiple issues with contamination and dilution in distributor samples that have not occurred with plant samples. We believe point-of-use sampling for tack is a best practice due to the potential for product contamination in the distributor. In addition, the Department will provide sample containers.

Comments: (Internal 5-25-21)
Under 9160201 BITUMINOUS MATERIALS it goes to page 5 under 916-3.2 and talks about running an FM-5-599 test of a core for the bond strength. The spec needs to address what happens if that test fails as to what part of the work is deemed defective and if the contractor will be allowed to delineate the area? This needs addressed or referenced to where it can already be addressed.
Response:
Ananth:

Thank you for your comments. Your input is greatly appreciated. Regarding bond strength testing, we agree that additional language is necessary and provide the following: "Should a tack sample fail specifications, the Engineer may require three 6" diameter roadway cores be obtained from the day of production from which the tack sample was obtained. The roadway cores shall be tested for bond strength in accordance with FM 5-599. Individual bond strength results less than 80 psi will require removal and replacement. Failing bond strength results may result in bond strength testing for additional areas represented by the failing tack material."