

LAP3340000 ASPHALT CONCRETE FOR LAP (CLASS-D)
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

.....
Steven Cohoon

steven.cohoon@sumtercountyfl.gov

(352) 689-4400

Comments: (5-19-21, Industry)

Referencing 334-5.2.1 General, how does one place a safety edge if the friction course is recommended at 1-1/2 inches (FC-9.5) or even 2-1/2 inches (FC 12.5), if the spec does not allow the friction course placement until the adjacent shoulder area has been dressed and grassed?

Response:

Steven: Offset dressing and grassing the shoulder to allow for the safety edge. Offset width will vary due to layer thickness. Show on the plans. Discuss during the prepaving meeting.

Heath Riley

heath.riley@dot.state.fl.us

(850) 330-1323

Comments: (6-1-21, Industry)

Comments from D-3 Contact Matt Webb at 850-330-1381 or Heath Riley 850-330-1323.

Matt and Heath: Responses are shown below.

Page 7: 334-5.2.1334-5.2.1 General: Spread Place the mixture only when the surface upon which it is to be placed has been previously prepared, is intact, firm, dry, clean, and the tack or prime coat, with acceptable spread rate of application, is properly broken or cured. and properly cured, and is dry. Do not place friction course until the adjacent shoulder area has been dressed and grassed.

Response:

Offset dressing and grassing the shoulder to allow for the safety edge. Offset width will vary due to layer thickness. Show on the plans. Discuss during the prepaving meeting.

Page 9: 334-5.6.2 Rain and Surface Conditions: Immediately cease transportation of asphalt mixtures from the plant when rain begins at the roadway. Do not place asphalt mixtures while rain is falling, or when there is water on the surface to be covered. Once the rain has stopped, standing ~~and~~ water ~~and moisture~~ has been removed from the tacked surface to the satisfaction of the Engineer, and the temperature of the mixture caught in transit still meets the requirements as specified in 334-5.3, the Contractor may then place the mixture caught in transit.

Response:

Corrections have been made to read as the January 2021 Standard Specification.

Page 12: 334-67.4 Process Control Testing by the Contractor and Acceptance Testing by the Engineer: On Asphalt Work Category 3, perform process control testing as described in 334-6.3.1. In addition, the Engineer will accept the mixture at the plant with respect to gradation (P-8

and P-200) and asphalt binder content (Pb). The mixture will be accepted on the roadway with respect to density. The Engineer will sample and test the material as described in 334-~~67~~.3.1. The Engineer will randomly obtain at least one set of samples per day. Assure that the asphalt content, gradation and density test results meet the criteria in Table 334-46. Material failing to meet these acceptance criteria will be addressed as directed by the Engineer such as but not limited to acceptance at reduced pay, delineation testing to determine the limits of the questionable material, removal and replacement at no cost to the agency, or performing an Engineering analysis to determine the final disposition of the material.
(Should the reference in green highlighted 334-6.3.1 be shown as 334-7.3.1)

Response:

This correction has been made.

Reviewing this Specification for article 334-7.3.1 Process Control Sampling and Testing, where it states “The minimum roadway density will be based on the percent of the maximum specific gravity (Gmm) from the approved mix design. If the Contractor or Engineer suspects that the mix design Gmm is no longer representative of the asphalt mixture being produced, then a new Gmm value will be determined from plant-produced mix with the approval of the Engineer. Roadway density testing will not be required in certain situations as described in Standard Specification 334-6.4.15.1.2 Acceptance Testing Exceptions. Assure that the asphalt binder content, gradation and density test results meet the criteria in Table 334-46.”

Who would be the Engineer?

Response:

Duly authorized representatives of the Agency acting within the scope of the duties and authority assigned to them.

Why would this spec not require the contractor to perform FM T 209 to determine the Gmm for density and air_voids? Whomever the Engineer would be should be knowledgeable of mix designs to determine if the mix design Gmm is no longer representative of the asphalt mixture being produced.

Response:

The intent for using the Gmm from the mix design is to eliminate running production Gmms on small projects. However, the Gmm can change throughout a production run. If it suspected that the mix design Gmm is no longer representative of the mix being produced, a laboratory Gmm will be required. This becomes important on projects where density testing is required.

Where it states “Standard Specification 334-~~6.4.15~~.1.2 Acceptance Testing Exceptions” the acceptance testing exceptions should be added to this proposed specification instead of having to reference the Standard Specifications for Road and Bridge Construction. The wording would be included in the LAP3340000 Asphalt Concrete for LAP (Class-D) package.

Response:

This correction has been made.

Roadway density testing will not be required in certain situations as described in [Standard Specification 334-4.1](#) Acceptance Testing Exceptions. Assure that the asphalt binder content, gradation and density test results meet the criteria in Table 334-46.
