Florida Department of Transportation

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GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.E.
SECRETARY

December 17, 2019

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section: **338**
Proposed Specification: **3380502 Value Added Asphalt Pavement**

Dear Mr. Nguyen:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Richard Hewitt of the State Construction Office to establish Warranty Threshold for Ride based on IRI to be used on projects where IRI was used for construction acceptance.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to daniel.strickland@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Daniel Strickland, P.E.
State Specifications Engineer

DS/jj
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

VALUE ADDED ASPHALT PAVEMENT
(REV 10-09-19)

SUBARTICLE 338-5.2 is deleted and the following substituted:

338-5.2 Category 1 Pavement: For purposes of this Specification, Category 1 pavement is defined as mainline roadways, access roads and frontage roads with a design speed of 55 mph and greater.

Threshold values and associated remedial work for Category 1 value added asphalt pavement are specified in Table 338-1.

TABLE 338-1 Category 1 Pavements		
Type of Distress	Threshold Values	Remedial Work
Rutting [1]	Depth > 0.25 inch	Remove and replace the distressed LOT(s) to the full depth of all layers and to the full lane width [2]
Ride [3]	RN < 3.5	Remove and replace the friction course layer for the full length and the full lane width of the distressed LOT(s)[4]
	IRI > 110 inches/mile	
Settlement/Depression[5]	Depth ≥ 1/2 inch	Propose the method of correction to the Engineer for approval prior to beginning remedial work
Cracking [6]	Cumulative length of cracking > 30 feet for Cracks > 1/8 inch	Remove and replace the distressed LOT(s) to the full depth of all layers, and to the full lane width [7]
Raveling and/or Delamination affecting the Friction Course [8]	Any length	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Pot holes and Slippage Area(s) [8]	Observation by Engineer	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Bleeding [9]	Loss of surface texture due to excess asphalt, individual area ≥ 10 sf.	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end

(1) Rutting: Rut depth to be determined by Laser Profiler in accordance with the Flexible Pavement Condition Survey Handbook. For any LOT that cannot be surveyed by Laser Profiler, the rut depth will be determined manually in accordance with the Flexible Pavement Condition Survey Handbook, with the exception that the number of readings per LOT will be one every 20 feet. For a partial LOT, a minimum of three measurements not exceeding 20 feet apart will be made. When the average of the measurements obtained manually exceeds 0.30 inch or if any individual measurement exceeds 0.6 inch, remedial work will be required.
(2) Remedial Work for Rutting: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table 338-1 unless approved otherwise by the Engineer.
(3) Ride: Ride Number (RN) and International Roughness Index (IRI) to be established by Laser Profiler in accordance with FM 5-549. Use RN Warranty Threshold for projects that used RN for construction acceptance and International Roughness Index (IRI) Warranty Threshold for projects that used IRI for construction acceptance.
(4) If the deficient ride is due to underlying asphalt layers; base, subgrade, or embankment which were constructed by the Responsible Party, propose the method of correction to the Engineer for approval prior to beginning the remedial work.
(5) Settlement/Depression: Depth of the settlement/depression to be determined by a 6 foot manual straightedge.
(6) Cracking: Beginning and ending of 1/8 inch cracking will be determined as the average of three measurements taken at one foot intervals. The longitudinal construction joint at the lane line will not be considered as a crack.
(7) Remedial Work for Cracking: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table 338-1 unless approved otherwise by the Engineer.
(8) Raveling, Delamination, Pot holes, Slippage: As defined and determined by the Engineer in accordance with the examples displayed at the following URL: https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Pavement.shtm
(9) Bleeding: Bleeding to be defined and determined by the Engineer in accordance with the examples displayed at the following URL: https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Pavement.shtm

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