

ORINATION FORM

Proposed Revisions to the Specifications

(Please provide all information - incomplete forms will be returned)

Date:

Office:

Originator:

Specification Section:

Telephone:

Article/Subarticle:

email:

****Will the proposed revision require changes to:**

Publication	Yes	No	Office Staff Contacted and date contacted
Standard Plans Index			
Traffic Engineering Manual			
FDOT Design Manual			
Construction Project Administration Manual			
Basis of Estimate/Pay Items			
Structures Design Guidelines			
Approved Product List			
Materials Manual			

**This section must be completed prior to processing proposed revisions.

Will this revision necessitate any of the following:

Design Bulletin

Construction Bulletin

Estimates Bulletin

Materials Bulletin

Are all references to external publications current?

Yes

No

If not, what references need to be updated? (Please include changes in the redline document.)

Why does the existing language need to be changed?

Summary of the changes:

Are these changes applicable to all Department jobs?

Yes

No

If not, what are the restrictions?

Contact the State Specifications Office for assistance in completing this form.

850-414-4130 daniel.strickland@dot.state.fl.us Debbie Toole 850-414-4114 deborah.toole@dot.state.fl.us

Rebecca Frimmel 850-414-4155 rebecca.frimmel@dot.state.fl.us



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

MEMORANDUM

DATE: October 24, 2019

TO: Specification Review Distribution List

FROM: Daniel Strickland, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **3380502 Value Added Asphalt Pavement.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

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 share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at <http://fdotwp1.dot.state.fl.us/programmanagement/development/industryreview.aspx> . Comments received after **November 21, 2019**, may not be considered. Your input is encouraged.

DS/jj
Attachment

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⁾
	<u>IRI > 110 inches/mile</u>	
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>