

2000702 ROCK BASE
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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No Name

Comments: (1-13-22, Industry)

It appears that through the creation of much needed specification language, one important component may have been eliminated or forgotten. Cross slope checks and increased frequency checks are huge for the QC and VT to check. Thank you for emphasizing this. One check that has next to no emphasis is the Roadway Surface checks. Previously there was a short blurb about using a template which nobody uses anymore, but instead a string line or “blue tops” are used, if anything at all. The surface check is an important one, but almost never checked by or with QC. It seems there is not much spec language supporting it other than the mention in Table 200-1 and 200-2. This is a completely different check from cross slope and should be separated out and some explanation given as to what the requirements are. Also what is this check? How is it done and what is expected for the tolerance and results? If there are bellies in the surface or a deficiency is "far enough apart" the ski will pick up on that and the rideability will be poor. More the reason to check the surface and not allow it to be overlooked in the specifications.

Response: Previous specification requirements (use of a template) became outdated and were not being implemented correctly, if at all. The new requirements are to check cross slope 1 per LOT with enforceable tolerances. We will evaluate the changes for effectiveness and adjust accordingly. Keep in mind we are making changes in several specs, including base and curb and gutter to address issues with additional asphalt used. Just as the current 105% limit is not always reached, neither will the 110%. We are getting the asphalt and are paying to ensure thickness is achieved and asphalt contractors are compensated. This is also more in line with allowable quantity tolerances for concrete pavement and base which pay up to an additional ¼” and ½” respectively.

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Comments: (1-18-22, Industry)

200-7.5.2 Verification, subsection (2) reads as “ 2. the Contractor agrees to use asphalt to fill in areas where the earthwork is low “ Comment: The above may be modified to read as “ the contractor agrees to use asphalt to fill in areas where the earthwork is low, at no cost to Department.

Response: Language will be added to clarify when the additional 10% shall be paid.
