

33711000 ASPHALT CONCRETE FRICTION COURSES
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (1-18-22, Industry)

My comment on this is that if the 110% is to be applied, it should be for structural courses total thickness only. Friction courses should remain at 105% in order to hold the Contractor accountable for performance. Performance of open graded friction courses is dependent upon maintaining close tolerance to the 3/4 inch thickness, and closed graded friction courses contain polymer which results in a higher bid cost for these layers. Any deviations in the base course should be made up by the time the final structural course layer is placed, and this should not be an issue for good contractors.

Response: The 5% tolerance on friction course is too tight. Consider 5% is a tolerance for 3/4" FC-5 is 0.0375", which is about 1/32". For 1" FC-9.5 it is 0.05" which is less than 1/16", and for 1.5" FC-12.5 it is 0.075" which is slightly above 1/16". While for concrete pavement we pay up to an additional 1/4". Likewise for earthwork base, we pay up to an additional 1/2". The current pay quantity tolerance (5%) isn't always reached and it will be similar for the new pay quantity tolerance (10%). Also, when it is paid, we'll be getting the additional asphalt.

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Comments: (1-31-22, Industry)

The asphalt pay items (Specs 2340900, 3340700, 3371100, and 3390700) are being changed to allow up to 110% OF THE ADJUSTED PLAN QUANTITY. This could affect performance measures on large paving projects with overruns due to this 110% adjustment and CPF's.

Response: This has been discussed with the State Construction Engineer and the Director of Construction. 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 1/4" and 1/2" respectively.
