

Duane F Brautigam

09/27/2002 07:06 AM

To: Clinton Shaw/CO/FDOT@FDOT
cc:
Subject: Data posted to form 1 of http:
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This is for D3300911

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----- Forwarded by Duane F Brautigam/CO/FDOT on 09/27/2002 06:58 AM -----

<webmaster@dot.state.fl.us>

09/26/2002 01:41 PM

To: <duane.brautigam@dot.state.fl.us>
cc:
Subject: Data posted to form 1 of http:
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File:

Username: Paul A. Grochowski
UserEmail: Paul Grochowski/D2/FDOT
UserTel: 352-381-4214
UserFAX: 352-381-4250
ContactRequested:
Remote Name: 156.75.20.227
Remote User:

Comments:

David, the wording "...ensure that it will not deviate more than 3 inches (76mm) from the stringline." is open for interpretation. This could be construed as a total difference of 6 inches. This is too much. How about 1 inch from stringline which will give a total of 2 inches variance.

Duane F Brautigam

10/15/2002 11:05 AM

To: Clinton Shaw/CO/FDOT

cc:

Subject: D3300911 - Placing Mixture-Alignment of Edges - Comments

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"Jim Warren" <jwarren@acaf.org>

10/14/2002 02:41 PM AST

Please respond to jwarren

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cc: "Bill Whitehurst \ (E-mail)" <vewwjw@fdt.net>, "Dave Drehmer \ (E-mail)" <drdrehmer@ashland.com>, "David Donofrio \ (E-mail)" <dadonofrio@ashland.com>, "Ron Pierson \ (E-mail)" <rpierson@hubbard.com>, "Todd Trueblood \ (E-mail)" <ttrueblood@ctilabs.net>

bcc:

Subject: D3300911 - Placing Mixture-Alignment of Edges - Comments

Duane,

Thanks for the opportunity to comment on this proposed specification change.

This has never been brought as an issue to my knowledge at the Flexible Pavement Committee nor the Asphalt Conference and I am wondering what the issue is here. How many problems are we facing daily concerning this issue? The control of the longitudinal edge should be left up to the contractor as they are required to stitch the pavement together. As long as the final product meets the

specifications/dimensions - who cares? What is the rational for the 3 inches, why not 6 or 8 inches? How is it measured? What is the control line/point? Where is it not required to be measured (turn-outs, intersections)? Is this supposed to be checked on each lift? What happens if the contractor exceeds this tolerance? Seems like inspectors should have better things to do than spending tax-dollars on busy work. I recommend you dump it and leave it the way it was, or have someone justify why it's needed at the next FPC meeting in December. There are too many questions on this to go forward as is.

Jim

Jim Warren

Executive Director

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