

**3300000 – Hot Bituminous Materials, General Construction Requirements
Responses To Comments from Industry Review**

John Watkins
john.watkins@dot.state.fl.us
Phone (954) 934-1124

Comments.

After reviewing subject proposed Specification, please consider the following changes to Article Spec. 330-2.2 Minimum Process Control Testing Requirement, Sub-article Roadway, number 1: Second sentence:

From: "Monitor the roadway density with either 6 inch diameter cores..."

To: "Monitor all permanently placed roadway asphalt density with either 6 inches..."

Response: At this time, no change will be made. This has not been a widespread problem.

Fourth sentence:

From proposed: "identify in the QC Plan how the pavement density will be monitored."

To: "identify in the QC Plan how an approved rolling pattern will be established in regards to, but not limited to, cutting and testing 6 inch diameter cores at a minimum frequency of three cores per day until a baseline is determined."

Furthermore, I would like to verbally discuss these proposed changes, and reasons thereof, with you. Accordingly, please call me at the below phone number (see above) at your earliest convenience.

Response: Do not see the need for this change. The Contractor will describe in the QC Plan how pavement density will be monitored. The Engineer can ask for revisions to the QC Plan if the suggested approach is not agreeable.

Conrad Campbell P.E.,
conrad.campbell@dot.state.fl.us
District Bituminous Engineer
(863) 519-4287
(863) 640-7016 (Cell)

Comments: After reviewing the subject specifications I had one question:

1. There are a couple areas where the following strikethrough language is being deleted –

Minimum Quality Control Plan Requirements: In addition to the requirements set forth in Section 105, ~~include in the Quality Control Plan~~ *perform* as a minimum the following activities...

Is the intent of removing this language that these requirements in Section 330 are no longer required to be in submitted Contractor Quality Control Plans?

Response: That is correct. Since the requirements are detailed in the specification, it is unnecessary to have them listed in the QC plan.

Richard Korloch
richard.korloch@dot.state.fl.us
727-725-7950

Comments: The question remains as to whether or not a structural layer deficiency may ever be left in place. Clearly the spec (330-12.5.1.1) still indicates that all structural deficiencies must be fixed. If it is not the intent for all structural deficiencies to be repaired in every single case not covered by the exceptions (330-12.4.5.2) than please include language similar to that in 330-12.5.1.2 “if it is determined by the Engineer not to be a significant detriment to the ride quality. A reduction to the pay quantity item will be made in accordance with 330-12.5.2.” At this time we must assume that all structural deficiencies must be repaired as the spec directs.

Response: Yes, as thoroughly discussed by the Department’s Smoothness Committee, it is the intent of the specification to correct all deficiencies in the structural layer and therefore, no additional language needs to be added.

330-12.4.5.2 Rolling Straightedge Exceptions: Testing *Straightedge testing* with the rolling straightedge will not be required in the following areas: intersections, tapers, crossovers, parking lots and similar areas. In addition, *straightedge* testing with the rolling straightedge will not be performed on the following areas when they are less than 250 feet in length: turn lanes, acceleration/deceleration lanes and side streets. However, correct any individual surface irregularity in these areas that deviates from the plan grade in excess of 3/8 inch as determined by a 15 foot manual straightedge, and that the Engineer deems to be objectionable, in accordance with 330-12.5.1.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, and at the beginning and end of bridge structures, if the deficiencies are caused by factors beyond the control of the Contractor. In addition, the Engineer may also waive the straightedging requirements on ramps and superelevated sections where the geometrical orientation of the pavement results in an inaccurate measurement with the rolling straightedge.

330-12.4.5.4 Final Type SP Structural Layer: Straightedge the final Type SP structural layer *in accordance with 330-12.4.2* with a rolling straightedge, either behind the final roller of the paving train or as a separate operation. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the Quality Control straightedging operations. **Correct all deficiencies in excess of 3/16 inch in accordance with 330-12.5.1, and retest the corrected areas to meet this requirement prior to placing the friction course.**

330-12.4.5.5 Friction Course Layer: Straightedge the friction course layer *in accordance with 330-12.4.2* with a rolling straightedge, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the Quality Control straightedging operations. Correct all deficiencies in excess of 3/16 inch in accordance with 330-12.5.1, and retest the corrected areas to meet this requirement.

330-12.4.6 Acceptance:

330-12.4.6.1 Straightedge Acceptance: For areas of roadways where the

design speed is less than 50 miles per hour, acceptance for pavement smoothness of the friction course will be based on verified Quality Control measurements using the rolling straightedge as required by 330-12.4.5. The Engineer will verify the straightedge testing by observing the Quality Control straightedging operations. The Engineer may allow the contractor to leave in place at no pay areas that would be required to be removed and replaced if it is determined by the Engineer not to be a significant detriment to the ride quality. A reduction to the pay item quantity will be made in accordance with 330-12.5.2.

330-12.5 Correcting Unacceptable Pavement:

330-12.5.1 General: Correct all areas of unacceptable pavement at no cost to the Department.

330-12.5.1.1 Structural Layers: Correct deficiencies in the Type SP structural layer by one of the following methods:

- a. Remove and replace the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane.
- b. Mill the pavement surface to a depth and width that is adequate to remove the deficiency. (This option only applies if the structural layer is not the final surface layer.)

Ken Zinck
ken.zinck@dot.state.fl.us
386-740-3471

Comments:

330-12.2 Texture of the Finished Surface of Paving Layers: Produce a finished surface of uniform texture and compaction with no pulled, torn, raveled, crushed or loosened portions and free of segregation, bleeding, flushing, sand streaks, sand spots, or ripples.

Some clarity or definition to what each of the listed items actually are. I took the “ripple” to the DRB because of a fight over what one was. We won but it was still a large part of the discussion.

Response: At this time, no change will be made. However, an effort will be made to add these pavement conditions to the following URL:

<http://www.dot.state.fl.us/specificationsoffice/pavement.htm>
