334LAP HOT MIX ASPHALT FOR LOCAL AGENCIES
COMMENTS FROM INDUSTRY REVIEW

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The Unknown Commenter

Comments: 334-5.10.4.1 General: Correct all areas of unacceptable pavement at no additional cost". Does removing this section statement relieve the contractor from correcting the deficiencies at his expense? The following sections do not address who is responsible for the cost of the correction.

Response: Agreed. This wording will not be deleted from the specification. By maintaining this wording, the LAP specification will be consistent with the wording in the Departments 330 specification.

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Comments: Table 334-1 HMA Mix Types Friction Mixes: Types FC-9.5 or FC-12.5
What is an "FC"?
Types SP-9.5 or, SP-12.5
What is an "SP"?
If using abbreviation please specify what it means then place abbreviation in parenthesis.

Response: SP stands for Superpave and FC stands for Friction Course. However, FC mixtures are designed using the Superpave mix design methodology and therefore, are Superpave mixtures, too. However, FC mixtures contain polish resistant aggregate for increased frictional properties and need to be designated separately. The term SP-12.5 is simply a mix type in itself and the specification defines it as a structural mix. FC mixtures are defined in the specification as friction course mixtures. The Department's 334 and 337 specifications do not define "SP" or "FC." If we define in the specification that "SP" means Superpave, then there may be confusion that "FC" mixtures are not Superpave designed mixtures, which is not the case. No change will be made to the specification.

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Comments: District 4 reviewed this document and attached below are our review comments:
District 4 Materials Office: 334LAP is applicable only to off-SHS projects, in which the extent of Materials involvement is to conduct a quarterly QAR to cover each Local Agency once a year. As such, the management of the project stays with the Local Agency and its designee. The term Engineer is the Local Agency's Engineer.

District 4 Construction Office: 334-1.3 Mix Types: Construct an HMA pavement with the type of mixture specified in the Contract. In the event a mix type is not identified in the Contract, use the appropriate HMA mix as shown in Table 334-1. Comment: I don't agree with this approach. On LAP projects, the agency should submit their spec. package for approval before advertisement and the decision to use 334 LAP or something else should be already known.

Response: We agree that this should be identified prior to bidding. Ideally, the mix type is shown on the plans. However, for some unforeseen set of circumstances, if there is no mention of the mix type, then the default is to use one of the mixtures shown in Table 334-1. Therefore, the wording "In the event a mix type is not identified in the Contract…." was added. We do not see any adverse affects of this specification wording. No change will be made to the specification.

334-2.1 Superpave Asphalt Binder: Unless specified elsewhere in the Contract or in 334-2.3.3, use a PG 67-22 asphalt binder from the Department FDOT's Qualified Products List (QPL). If the Contract calls for an alternative binder, meet the requirements of FDOT Specifications Section 336 or 916, as appropriate. Comment: Same comment as above. This spec implies that another spec. may be in the contract that contradicts this. I suggest the spec package be reviewed that the LAP agency either uses our total 334LAP or they use another spec. In any event we shouldn't have two asphalt spec.'s in the same contract.
Response: Same response as the previous comment. The binder type should be identified on the plans or somewhere in the contract documents. However, for some unforeseen set of circumstances, if there is no mention of the binder type, then the default is to use one of the binder types shown in Table 334-2. No change will be made to the specification.

Side bar: As an instruction to the users of this spec or the other LAP spec's, it should be noted that the website that the use of any of the 4 spec.'s requires the use of the Division 1 LAP spec.s. This is to insure that everyone is clear that the "Engineer" in these spec.'s refers to the Local Agency head. Attention Rudy Powell: Rudy, I will send you the e-mail I received for District 4 Construction Office review comments. The e-mail easily identifies changes in red. With this website review method, we can not underline or change colors and therefore, indicating review changes is very difficult. If posible, this needs to be changed. Thank you.

Response: See responses contained within comments above.

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Comments: Under sections 334.5.10.3.1.3 and 334-5.10.3.1.4 – Shouldn't we be consistent with the requirements on the rolling straightedge operations for both final structural and friction courses? Specifications on standard projects allow the contractor the option to straightedge behind the rolling operations or after completion of all paving. Under this revision the contractor is advised to perform this testing behind the rolling operations on the structural course and after completion of the all friction course. May cause some confusion if a "regular" state contractor performs the work.

Response: The wording has been modified to agree with the wording in the Department's 330 specification.

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Paul Messersmith
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Comments: Acceptance Testing: Using a rolling straightedge, test the final Type SP structural layer and the Type FC layer where a friction course is called for in the Contract. Test all pavement lanes where the width is constant using a rolling straightedge and document all deficiencies on a form approved by the Engineer. Notify the Engineer of the location and time of all straightedge testing a minimum of 48 hours before beginning testing.

I think this is easier to read and understand

Response: The wording has been modified to be easier to read and understand.

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Comments: Comments by Jeremy Wolcott and Steve McReynolds of D5 Construction Materials: These changes would allow friction courses to be placed from 3/4" to 1-1/2" for FC 9.5mm which by existing specification 334-6.4.1, will not require density testing for 3/4" courses -- is this the intent?. Also, specifying 1-1/2" to 2-1/2" for FC 12.5mm is beyond what is required in 4.1 of the Flexible Pavement Design Manual -- is this the intent?

Response: Yes, this was the intent. The Department used to place 3/4” lifts of S-3 mix routinely without density requirements. Since an FC-12.5 mix is also an acting structural mix, if a local agency chose to specify 2 1/2” of FC-12.5, there would be no harm. However, this is not likely to happen. No change will be made to the specification.

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1. Table 334-1. The asphalt Work Category 2 and 3 can be combined into one row. Asphalt Work Category Mix Types Traffic Level 1 A 2/3 B or C
2. Add "The definition of Traffic Level A, B and C shall be determined as provided in 334-1.2 of Florida Department of Transportation (FDOT) Specifications." in the Section to define the Traffic Level.
3. The second sentence of 334-2.2. FM 5 510 shall be FM 5-510.
4. 334-3.2.2.1. Add "." at the end of this section.
5. 334-5.6.3. What is the allowable tolerance of the pavement thickness?

Response:

1. We do not agree with this recommendation. Category 2 allows the use of FDOT TL B or C mixtures, whereas Category 3 allows the use of a TL C mixture only. The requirements for the two mix types are different. We do not want a TL B mixture for a Category 3 pavement. We could specify TL C mixtures for both Category 2 and 3 pavements, but this may add extra cost where not needed. No change is to be made.
2. : Please add a note at the end of the first paragraph of 334-1.3 that states: “Traffic levels are as defined in section 334 of the Department’s Standard Specifications for Road and Bridge Construction.”

3. Agreed.
4. Agreed.
5. Please add the following to the first sentence: "Check the depth of each layer at frequent intervals, and make adjustments when the thickness exceeds the allowable tolerance of 1/4". Address any material outside of this tolerance per the direction of the Engineer."

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