

3340000LAP HOT ASPHALT MIX FOR LOCAL AGENCIES  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Rudy Powell

Comment: (Internal 6-17-10)

Look at the first 2 sentences in 334-1.3. Do these contradict what is shown in the table?

**334-1.3 Mix Types:** Construct a 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.

Response: I do not see a conflict. The table provides mix types should a specific type not be shown on the plans or elsewhere in the contract documents. No changes made.

From the State Specifications Office (7/30/10): After further discussions with Greg Sholar, the first two sentences will be changed to "Use the appropriate HMA mix as shown in Table 334-1." No substitutions can be made for Asphalt Work Category 3.

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Comments: (Internal 6-18-10)

If practical, a distinction between the use of the proposed spec for state maintained vs. local maintained facilities. Some Local facilities may wish to continue to use marshal mix.

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Response: Subarticle 334-1.3 allows alternative mix types to be used, if called for in the Contract Documents. No changes made.

From the Specifications Office: :LAP projects on the State Highway System must use fully implemented FDOT Specs; LAP Specs may not be used.

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Comments: (7-9-10)

334-1.5.2 Additional Requirements: The following requirements also apply to HMA mixtures: 1. You are deleting the word wide, please leave in.

Response: Agree. Will include the word "wide." Change made.

334-6.4.1 Acceptance Testing Exceptions: Less than 1 inch. We prefer 1 inch or less. Response: This was not a proposed change. This criterion is consistent with the standard 334 specification. No changes made.

You are changing 100 lbs/sy to 100 lbs per square yard. We prefer 100 lbs/sy. Response: This was a formatting change made by the Specifications Office. I will defer a response to the Specifications Office.

From the Specifications Office: When the opportunity presents, the Specs Office is making appropriate formatting corrections. No changes made.

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Comments: (7-14-10)

1. 334-1.3 Mix Types – What is the meaning of equivalent mixes referred to in foot note 1 in the Table 334-1?

Response: “Equivalent mixtures” for Category 1 and 2 pavements could include Marshall mixtures, upon approval of the Engineer.

2. 334-5.4.4 Tack Coat – shouldn’t this mirror 300-8.4 Rate of Application including Table 300-1 which is the current approved FDOT Specification (072010)?

Response: Agree. The 334 LAP spec will be modified to include the same language as 300-8.4, including Table 300-1. Changes made.

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Comments: (7-14-10)

334-1.3 Only allows the substitution of 1 traffic level higher. Since there is no issue with using a coarse mix on these projects can we have the spec allow a "C" mix to be used for an "A" mix.

Response: Based on Superpave design criteria, TL-A mixtures are intended for very low traffic facilities and contain slightly more asphalt binder for cracking durability purposes since there is little traffic to knead the mix. It would not be desirable to specify a TL-C mixture for a TL-A application, such as a bike path. No changes made.

334-5.10.3.1.2 Rolling straightedge exceptions, the current 330 spec states that the minimum length for straightedging is 250'. Can we increase the length for the testing from 50' to 250' to match the current 330 spec?

Response: Agree. To be in compliance with the Department’s standard specification 330 for straightedge exceptions, the distance will be changed from 50 ft. to 250 ft. Change made.

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Lorie Wilson

Comments: (7-20-10)

1. RE: (334-5.6.3)Industry Review 3340000 Hot Asphalt Mix for Local Agencies 1/4 inches”. Shouldn’t this be inch not inches?

(response from Richard Hewitt, D5 Bituminous Engineer: I would agree it should be “inch” rather than “inches”).

Response: Agree. "inches" will be changed to "inch." Change made.

2. RE: Industry Review 3340000 Hot Asphalt Mix for Local Agencies  
**Why 3/4" min. rather than 1" ?**

**334-1.5.1 Layer Thicknesses:** Unless otherwise called for in the Contract Documents, the allowable layer thicknesses for HMA mixtures are as follows:  
Type SP-9.5, FC-9.5 ..... 3/4 - 1 1/2 inches  
Type SP-12.5, FC-12.5 ..... 1 1/2 - 2 1/2 inches

(response from Richard Hewitt, D5 Bituminous Engineer: I don't know why they lowered the minimum thickness of 9.5mm mix on LAP projects. However, 3/4" used to the lower thickness limit for fine 9.5mm mix before it was changed to one inch. Possibly they want to allow thinner lifts on LAP projects than we normally allow. I'd send the comment in.)

Response: Note, this was not a proposed change for this specification, but Richard Hewitt's comment is correct. 3/4" is allowed to provide an alternative in a difficult budget climate for local agencies. As Mr. Hewitt states, this used to be the minimum allowable thickness in previous versions of the Department's standard 334 specification. No changes made.

3. RE: Industry Review 3340000 Hot Asphalt Mix for Local Agencies

We would rather see that the Bike Path's be designed with Traffic Level B mix rather than A, the Contractor can always go up to a C mix per spec. All Contractors have more confidence in their C mixes and would rather have that option (See 334-1.2.1)

(response from Richard Hewitt, D5 Bituminous Engineer: I think the traffic levels are set appropriately and (for the most part) match the intended use correctly when considering the trade-off between looks versus ability to carry significant ESAL's. Personally, I would leave this out.)

Response: Based on Superpave design criteria, TL-A mixtures are intended for very low traffic facilities and contain slightly more asphalt binder for cracking durability purposes since there is little traffic to knead the mix. It would not be desirable to specify a TL-B for a bike path and then have a contractor propose a TL-C mixture. No changes made.

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