

3340101 SUPERPAVE ASPHALT CONCRETE  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comment: (Internal 6-23-10)

*The only thing I am unclear on is on page 10. In section 334-6.4 were it states:*

The Engineer will sample and test the material as described in 334-6.3.1. The Engineer will randomly obtain at least one set of samples per day. Assure that the asphalt content, gradation and density test results meet the criteria in Table 334-3.

Does this mean that the VT will be running these samples or will the contractor?

Response:

The subarticle references do not exist as stated in the comment. However, I believe Mr. Krell is referring to Option 2 acceptance, which has the same wording. Option 2 acceptance is being removed completely from the specification, so this concern is no longer valid. However, prior to deleting Option 2 acceptance, the Department would have performed the testing at the District lab.

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Comments: (7-14-10)

334-2.3.3 Rap Stockpile Approval – consider removing sub-section “b” entirely as this is not a method widely used by mix designers when determining RAP Gsb or State Materials when verifying RAP Gsb.

Response:

This was discussed among staff at the State Materials Office during the specification revision process and it was decided to provide a means other than estimation to determine the aggregate specific gravity, should a contractor choose to do so. The ignition oven significantly affects the properties of the aggregate, but the solvent method does not. The solvent method is considered the most accurate method of all. The State Materials Office bituminous laboratory occasional uses the solvent method. No changes made.

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Comments: (7-13-10, 7-29-10)  
No Mention of 334-7 Method Of Measurement (Arithmetic Mean).

Response:  
334-7 deals with Method of Measurement (arithmetic mean). 334-7 is not being revised in this specification revision, therefore is not shown.  
From the Specifications Office: This will be addressed at some point in the future by the State Construction office. No changes made.

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John Skidmore  
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Comments: (7-22-10)  
Spread rates should be controlled within plus or minus 5% for the project and not on a daily basis. This requirement on a daily basis constricts the FDOT project personnel along with contractor personnel from using the asphalt where it is really needed on the project. During my career I have seen many projects where agency personnel and contractor personnel have given the traveling public a much better project by placing asphalt where it is truly needed to provide appropriate grade and slope, maximum longevity of the surface, ride, or other factors. Daily constraints limit the ability to do this. I don't have a problem with the spec on a "per job" basis, but the daily requirement restricts creativity in truly "fixing" the roadway.

Response:  
The reviewer understands the concern of Mr. Skidmore. However, this review period is to address proposed specification changes. This is a concern that was not proposed and sent out for review. It will be addressed in the next specification cycle, where other Industry and Department staff can have input on the proposed change. No changes made.

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