

3301001 HOT BITUMINOUS MIXTURES – GENERAL CONSTRUCTION  
REQUIREMENTS  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

\*\*\*\*\*

Jim Warren  
[jwarren@acaf.org](mailto:jwarren@acaf.org)

Comment: (12-2-10, Internal)

There is probably going to be some issues with the following: Relative to the definition of Surface defects and the requirement to stop paving operations. Maybe it's the Turkey talking, but I don't remember having this discussed.

**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, surface defects, bleeding, flushing, sand streaks, sand spots, or ripples. If any of the previously mentioned deficiencies occur, stop asphalt paving operations, make corrections to the paving operation, and demonstrate to the Engineer the ability to produce a smooth pavement surface of uniform texture. Address any pavement not meeting the requirements of this specification in accordance with 330-12.5.

There are several changes in 3340302 that might be controversial as well. Not sure why the change from 6 months to 3 months on the pretest of the 916 spec.

**Response: From the State Specifications Office: After discussions between Materials and Construction, these proposed changes will not be made at this time. Future changes will be discussed and reviewed.**

\*\*\*\*\*

Kevin Price, DAB Constructors, Inc.  
352-447-5488  
[Kevinp@dabcon.com](mailto:Kevinp@dabcon.com)

Comments: (12-2-10, Internal)

Not one of these changes were discussed previously. I'm not sure what the department is expecting with this "surface defects" criteria. Obviously we do not want to have people with rakes working the asphalt coming out of the paver but it is still asphalt and this is part of the process. How do we define "smooth pavement surface" and "uniform texture"? This spec covers all courses of pavement from base to friction and I just can't imagine being able to produce perfection in every instance. What is the bigger issue we are trying to fix with this?

I do appreciate the addition of the shared use paths into the density testing exception area, as well as, the clarification of the side street and intersection requirements.

**Response: From the State Specifications Office: See response to comment from Jim Warren.**

\*\*\*\*\*

Bob Dion  
386-740-0665  
[bob\\_dion@urscorp.com](mailto:bob_dion@urscorp.com)

Comment: (12-20-10)

Does this revision apply to 'Asphalt Plant' or 'Roadway' only? Both are included in 330-2.2 and include activities for each. Recommend you delete 330-2.2 and replace it with the revised version.

Response: It applies to “Roadway”.

\*\*\*\*\*

Tonii Bush  
386-943-5348  
[tonii.brush@dot.state.fl.us](mailto:tonii.brush@dot.state.fl.us)

Comment: (1-12-11)

The only comment I have is that **330-12.4.5.2 Straightedge Exceptions** now states that bicycle paths are included in the straightedge exceptions. The second paragraph of **330-12.4.5.4 Final Type SP Structural Layer** refers to straightedging the bicycle paths. If the bike paths are to be excluded from being straightedged (as it state in the proposed revision), then this paragraph should be deleted.

Response: The last paragraph in 330-12.4.5.4 has been deleted.

\*\*\*\*\*