3200700 HOT MIX ASPHALT – PLANT METHODS AND EQUIPMENT
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Charlie Cook
APAC Mid-South, Inc.
256-310-4659 (cell)
ccook@apacmidsouth.com

Comments: (12-15-11)
To perform the below you are adding about 5 to 10 minutes to every truck cycle. So if it is 5 to 10 minutes and the truck costs $60/hr to operate and the truck carries 19 tons per load this specification change will add approximately $.25 - $.50/ton to every ton of mix that is laid in Florida. Safety is another issue, climbing up to get straps free and pulling the sides down, will result in injuries.

Use of MTV and the current specification is enough to prevent most of the problems that occur. If not FDOT has other specs in place to deal with it. “texture” for example.

320-7 Transportation of the Mixture.

Transport the mix in trucks of tight construction, which prevents the loss of material and the excessive loss of heat and previously cleaned of all foreign material. After cleaning, thinly coat the inside surface of the truck bodies with soapy water or an asphalt release agent as needed to prevent the mixture from adhering to the beds. Do not allow excess liquid to pond in the truck body. Do not use diesel fuel or any other hazardous or environmentally detrimental material as a coating for the inside surface of the truck body. Provide each truck with a tarpaulin or other waterproof cover mounted in such a manner that it can cover the entire load ~~when required~~. When in place, overlap the waterproof cover on all sides so that it can be tied down. Cover each load ~~during cool and cloudy weather and at any time it appears rain is likely during transit with a tarpaulin or waterproof cover~~*at all times*.

Thanks for listening to our feedback. And let us know if we are looking at it from the wrong perspective.

Response:

****

Jim Warren
222-7300
jwarren@acaf.org

Comments: (1-3-12)
Requiring entire load of asphalt to be covered at all times. This will increase the cost of a hauling asphalt due to decreased productivity and increased truck cycle time. On short hauls (less than 10-20 mile haul) this will be exaggerated. There is no evidence or research provided to support this recommendation as it is generally accepted that a thin crust is formed on the surface of the asphalt that insulates the rest of the load in transit. This should be an issue that the contractor can address in their QC plan, especially for hauling longer distances in cooler weather.

Response:

****