Florida Department of Transportation

RICK SCOTT
GOVERNOR

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ANANTH PRASAD, P.E.
SECRETARY

January 18, 2012

Monica Gourdine
Program Operations Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: Office of Design, Specifications
Section **338**
Proposed Specification: **3380502 Value Added Asphalt Pavement.**

Dear Ms. Gourdine:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Greg Sholar of the State Materials Office to address issues related to Category 1 and Category 3 Pavements.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via Email to SP965RP or rudy.powell@dot.state.fl.us.

If you have any questions relating to this specification change, please call Rudy Powell, State Specifications Engineer at 414-4280.

Sincerely,

Signature on file

Rudy Powell, Jr., P.E.
State Specifications Engineer

RP/dt
Attachment
cc: Calvin Johnson, Chief Civil Litigation
Florida Transportation Builders' Assoc.
State Construction Engineer

VALUE ADDED ASPHALT PAVEMENT.
(REV 12-~~2~~*6*-11)

SUBARTICLE 338-5.2 (of the Supplemental Specifications) is deleted and the following substituted:

338-5.2 Category 1 Pavement: For purposes of this Specification, "Category 1 Pavement" is defined as mainline roadways, access roads and frontage roads with a design speed of 55 mph and greater.

Threshold values and associated remedial work for Category 1 Value Added Asphalt Pavement are specified in Table 338-1.

TABLE 338-1 Category 1 Pavements		
Type of Distress	Threshold Values	Remedial Work
Rutting [1]	Depth > 0.25 inch	Remove and replace the distressed LOT(s) to the full depth of all layers and to the full lane width [2]
Ride [3]	RN < 3.5	Remove and replace the friction course layer for the full length and the full lane width of the distressed LOT(s)[4]
Settlement/Depression[5]	Depth ≥ 1/2 inch	Propose the method of correction to the Engineer for approval prior to beginning remedial work
Cracking [6]	Cumulative length of cracking > 30 feet for Cracks > 1/8 inch	Remove and replace the distressed LOT(s) to the full depth of all layers, and to the full lane width [7]
Raveling and/or Delamination affecting the Friction Course [8]	Any length	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Pot holes and Slippage Area(s) [8]	Observation by Engineer	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Bleeding [9]	Loss of surface texture due to excess asphalt, individual ~~length ≥10 feet and ≥1 foot. in width~~*area ≥ 10 sf.* [r1]	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end

(1) Rutting: Rut depth to be determined by Laser Profiler in accordance with the Flexible Pavement Condition Survey Handbook. For any LOT that cannot be surveyed by Laser Profiler, the rut depth will be determined manually in accordance with the Flexible Pavement Condition Survey Handbook, with the exception that the number of readings per LOT will be one every 20 feet. For a partial LOT, a minimum of three measurements not exceeding 20- feet apart will be made. When the average of the measurements obtained manually exceeds 0.30- inch or if any individual measurement exceeds 0.6- inch, remedial work will be required.
(2) Remedial Work for Rutting: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table- 338-1 unless approved otherwise by the Engineer.
(3) Ride: Ride Number (RN) to be established by Laser Profiler in accordance with FM 5-549.
(4)If the deficient ride is due to underlying asphalt layers; base, subgrade, or embankment which were constructed by the Responsible Party, propose the method of correction to the Engineer for approval prior to beginning the remedial work.
(5)Settlement/Depression: Depth of the settlement/depression to be determined by a 6- foot manual straightedge.
(6) Cracking: Beginning and ending of 1/8- inch cracking will be determined as the average of three measurements taken at one foot intervals. The longitudinal construction joint at the lane line will not be considered as a crack.
(7) Remedial Work for Cracking: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table- 338-1 unless approved otherwise by the Engineer.
(8) Raveling, Delamination, Pot holes, Slippage: As defined and determined by the Engineer in accordance with the examples displayed at the following URL:
http://www.dot.state.fl.us/SpecificationsOffice/Implemented/URLinSpecs/Pavement.shtm~~www2.dot.state.fl.us/specificationsestimates/pavement.aspx~~
(9) Bleeding: Bleeding to be defined and determined by the Engineer in accordance with the examples displayed at the following URL:
http://www.dot.state.fl.us/SpecificationsOffice/Implemented/URLinSpecs/Pavement.shtm~~www2.dot.state.fl.us/specificationsestimates/pavement.aspx~~

SUBARTICLE 338-5.4 (of the Supplemental Specifications) is deleted and the following substituted:

338-5.4 Category- 3 Pavement: For purposes of this Specification, “Category 3 Pavement” is defined as bicycle paths, walking paths, median crossovers, -shoulders and other areas as determined by the Engineer.

Threshold values and associated remedial work for Category 3 Value Added Asphalt Pavement are specified in Table 338-3.

TABLE 338-3
Category 3 Pavements

Type of Distress	Threshold Values	Remedial Work
Rutting	N/A	N/A
Cracking	Cumulative length of cracking > 500 feet for Cracks > 1/8 inch	See Table 338-1
Surface Deterioration (1)	See Table 338-1	See Table 338-1
Settlement/Depression(2)	Depth ≥ 1/2 inch	See Table 338-1

(1) Surface Deterioration: As used in Table- 338-3, Surface Deterioration includes Raveling and/or Delamination affecting the Friction Course; Pot holes; Slippage Area(s); and Bleeding; all as defined and footnoted in Table- 338-1. *Raveling of FC-5 for Category 3 Pavements is excluded from this requirement.[r2]*

TABLE 338-3 Category 3 Pavements		
Type of Distress	Threshold Values	Remedial Work
(2) Settlement/Depression: Depth of the settlement/depression to be determined by a 6- foot manual straightedge.		

VALUE ADDED ASPHALT PAVEMENT.
(REV 12-6-11)

SUBARTICLE 338-5.2 (of the Supplemental Specifications) is deleted and the following substituted:

338-5.2 Category 1 Pavement: For purposes of this Specification, "Category 1 Pavement" is defined as mainline roadways, access roads and frontage roads with a design speed of 55 mph and greater.

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TABLE 338-1
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Type of Distress	Threshold Values	Remedial Work
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Pot holes and Slippage Area(s) [8]	Observation by Engineer	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end
Bleeding [9]	Loss of surface texture due to excess asphalt, individual area ≥ 10 sf.	Remove and replace the distressed area(s) to the full distressed depth and the full lane width for the full distressed length plus 50' on each end

(1) Rutting: Rut depth to be determined by Laser Profiler in accordance with the Flexible Pavement Condition Survey Handbook. For any LOT that cannot be surveyed by Laser Profiler, the rut depth will be determined manually in accordance with the Flexible Pavement Condition Survey Handbook, with the exception that the number of readings per LOT will be one every 20 feet. For a partial LOT, a minimum of three measurements not exceeding 20 feet apart will be made. When the average of the measurements obtained manually exceeds 0.30 inch or if any individual measurement exceeds 0.6 inch, remedial work will be required.
(2) Remedial Work for Rutting: The Contractor may propose removal and replacement of less than the full depth of all layers by preparation and submittal of a signed and sealed engineering analysis report, demonstrating the actual extent of the distressed area(s). Remedial work must be performed in accordance with Table 338-1 unless approved otherwise by the Engineer.
(3) Ride: Ride Number (RN) to be established by Laser Profiler in accordance with FM 5-549.
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(8) Raveling, Delamination, Pot holes, Slippage: As defined and determined by the Engineer in accordance with the examples displayed at the following URL: http://www.dot.state.fl.us/SpecificationsOffice/Implemented/URLinSpecs/Pavement.shtm
(9) Bleeding: Bleeding to be defined and determined by the Engineer in accordance with the examples displayed at the following URL: http://www.dot.state.fl.us/SpecificationsOffice/Implemented/URLinSpecs/Pavement.shtm

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Settlement/Depression(2)	Depth ≥ 1/2 inch	See Table 338-1

(1) Surface Deterioration: As used in Table 338-3, Surface Deterioration includes Raveling and/or Delamination affecting the Friction Course; Pot holes; Slippage Area(s); and Bleeding; all as defined and footnoted in Table 338-1. Raveling of FC-5 for Category 3 Pavements is excluded from this requirement.
(2) Settlement/Depression: Depth of the settlement/depression to be determined by a 6 foot manual straightedge.