

## ORIGINATION FORM

**Date:** 12-02-11

**Originator:** Greg Sholar

**Contact Information:** 352.955.2920

**Specification Title:** Value Added Asphalt Pavement

**Specification Section, Article, or Subarticle Number:** 338

**Why does the existing language need to be changed?** Address issues related to the threshold value for bleeding and raveling of FC-5 mixtures.

**Summary of the changes:**

See comments within proposed specification.

**Are these changes applicable to all Department jobs? If not, what are the restrictions?**

Yes, applicable to all Department jobs.

**Will these changes result in an increase or decrease in project costs? If yes, what is the estimated change in costs?** No increase in project cost.

**With who have you discussed these changes?** Department and Industry personnel.

**What other offices will be impacted by these changes?** The Construction Office should be notified of these changes.

**Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual?** No.

**Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed?** No.

Contact the State Specifications Office for assistance in completing this form.

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## *Florida Department of Transportation*

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ANANTH PRASAD, P.E.  
SECRETARY

### MEMORANDUM

**DATE:** December 5, 2011  
**TO:** Specification Review Distribution List  
**FROM:** Rudy Powell, Jr., P.E., State Specifications Engineer  
**SUBJECT:** Proposed Specification: **3380502 Value Added Asphalt Pavement.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Greg Sholar of the State Materials Office to address issues related to Category 1 and Category 3 Pavements.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via e-mail at SP965RP or rudy.powell@dot.state.fl.us. Comments received after **January 3, 2012**, may not be considered. Your input is encouraged.

RP/dt  
Attachment

3380502  
All Jobs

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

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 <sup>(1)</sup>	Depth > 0.25 inch	Remove and replace the distressed LOT(s) to the full depth of all layers and to the full lane width <sup>(2)</sup>
Ride <sup>(3)</sup>	RN < 3.5	Remove and replace the friction course layer for the full length and the full lane width of the distressed LOT(s) <sup>(4)</sup>
Settlement/Depression <sup>(5)</sup>	Depth ≥ 1/2 inch	Propose the method of correction to the Engineer for approval prior to beginning remedial work
Cracking <sup>(6)</sup>	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 <sup>(7)</sup>
Raveling and/or Delamination affecting the Friction Course <sup>(8)</sup>	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) <sup>(8)</sup>	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 <sup>(9)</sup>	Loss of surface texture due to excess asphalt, individual length ≥ 10 feet and ≥ 1 foot in width 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

**Comment [r1]:** Changed the method of describing the 10 sf threshold value. This method will provide for removal of areas that may exceed 10 sf (for example a 8' x 2' area) but wouldn't meet the current threshold description.

TABLE 338-1  
Category 1 Pavements

<p>(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.</p> <p>(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.</p> <p>(3) Ride: Ride Number (RN) to be established by Laser Profiler in accordance with FM 5-549.</p> <p>(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.</p> <p>(5) Settlement/Depression: Depth of the settlement/depression to be determined by a 6- foot manual straightedge.</p> <p>(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.</p> <p>(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.</p> <p>(8) Raveling, Delamination, Pot holes, Slippage: As defined and determined by the Engineer in accordance with the examples displayed at the following URL: <a href="http://www2.dot.state.fl.us/specificationsestimates/pavement.aspx">www2.dot.state.fl.us/specificationsestimates/pavement.aspx</a></p> <p>(9) Bleeding: Bleeding to be defined and determined by the Engineer in accordance with the examples displayed at the following URL: <a href="http://www2.dot.state.fl.us/specificationsestimates/pavement.aspx">www2.dot.state.fl.us/specificationsestimates/pavement.aspx</a></p>
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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 <sup>(1)</sup>	See Table 338-1	See Table 338-1
Settlement/Depression <sup>(2)</sup>	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.

**Comment [r2]:** FC-5 is not ideally suited for areas with excessive turning movements, such as median crossovers, and is susceptible to raveling in these areas.

3380502  
All Jobs

