Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

July 11, 2012

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

Re: Office of Design, Specifications
Section **330**
Proposed Specification: **3300302 Hot Mix Asphalt – General Construction Requirements.**

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 update the language for current Department and Industry practice.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to SP965TT or trey.tillander@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4140.

Sincerely,

Signature on file

V. Y. "Trey" Tillander, III, P.E.
State Specifications Engineer

TT/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HOT MIX ASPHALT – GENERAL CONSTRUCTION REQUIREMENTS. (REV 5-7-12)

SUBARTICLE 330-3.2.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-3.2.2 Ambient Air Temperature: Place the mixture only when the air temperature in the shade and away from artificial heat meets requirements of Table 330-1. The minimum ambient temperature requirement may be reduced by 5ºF when using warm mix technology, if mutually agreed to by both the Engineer and the Contractor. For ~~friction course~~*FC-5* mixtures, meet the requirements of 337-7.

Table 330-1	
Ambient Air Temperature Requirements for Paving	
Layer Thickness or Asphalt Binder Type	Minimum Temperature (°F)
≤ ~~1/2~~*1* inch	50
~~≤ 1 inch or any mixture containing a PG asphalt binder having a high temperature designation greater than PG 67~~*Any mixture > 1 inch containing a PG asphalt binder having a high temperature designation ≥ 76°C or ARB-5*	45
Any mixture > 1 inch *containing a PG asphalt binder having a high temperature designation < 76°C*	40

SUBARTICLE 330-9.4.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.2 Test Method: Perform all straightedge testing in accordance with FM 5-509 in the outside wheel path of each lane. The Engineer~~, -~~may require additional testing at other locations within the lane.

SUBARTICLE 330-9.4.5.1 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.5.1 General: Straightedge the final Type SP structural layer and friction course layer in accordance with 330-9.4.2~~, regardless of whether the method of acceptance is by straightedge or laser profiler~~*, with the exception that if the method of acceptance is by laser profiler, then straightedging of the friction course layer is not required*. Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.

SUBARTICLE 330-9.4.5.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.5.2 Straightedge Exceptions: Straightedge testing will not be required in the following areas: shoulders, intersections, tapers, crossovers, sidewalks, ~~bicycle/~~shared use paths, parking lots and similar areas, or in the following areas when they are less than 250 feet in length: turn lanes, acceleration/deceleration lanes and side streets. The limits of the intersection will be from stop bar to stop bar for both the mainline and side streets.

As an exception, in the event the Engineer identifies a surface irregularity in the above areas that is determined to be objectionable, straightedge and address all deficiencies in excess of 3/8 inch in accordance with 330-9.5.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, at the beginning and end of bridge structures, at manholes, and at utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer. In addition, the Engineer may also waive the straightedging requirements on ramps and superelevated sections where the geometrical orientation of the pavement results in an inaccurate measurement with the rolling straightedge.

SUBARTICLE 330-9.4.5.5 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.4.5.5 Friction Course Layer: *Where required per 330-9.4.5.1,* ~~S~~*s*traightedge the friction course layer in accordance with 330-9.4.2, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the QC straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-9.5. ~~For laser acceptance, corrections may be made either before or after laser acceptance testing.~~

SUBARTICLE 330-9.5.1.1 (of the Supplemental Specifications) is deleted and the following substituted:

330-9.5.1.1 Structural Layers: Correct all deficiencies, as defined in these Specifications, in the Type SP structural layers by removing and replacing the full depth of the layer, extending a minimum of 50 feet on both sides (where possible) of the defective area for the full width of the paving lane.

As an option, for *high* straightedge deficiencies only, mill the pavement surface *the full lane width* to a depth and ~~width~~ *length* that is adequate to remove the deficiency. This option only applies if the structural layer is not the final surface layer.

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Table 330-1	
Ambient Air Temperature Requirements for Paving	
Layer Thickness or Asphalt Binder Type	Minimum Temperature (°F)
≤ 1 inch	50
Any mixture > 1 inch containing a PG asphalt binder having a high temperature designation ≥ 76°C or ARB-5	45
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330-9.4.5.1 General: Straightedge the final Type SP structural layer and friction course layer in accordance with 330-9.4.2, with the exception that if the method of acceptance is by laser profiler, then straightedging of the friction course layer is not required. Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.

SUBARTICLE 330-9.4.5.2 (of the Supplemental Specifications) is deleted and the following substituted:

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they are less than 250 feet in length: turn lanes, acceleration/deceleration lanes and side streets. The limits of the intersection will be from stop bar to stop bar for both the mainline and side streets.

As an exception, in the event the Engineer identifies a surface irregularity in the above areas that is determined to be objectionable, straightedge and address all deficiencies in excess of 3/8 inch in accordance with 330-9.5.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, at the beginning and end of bridge structures, at manholes, and at utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer. In addition, the Engineer may also waive the straightedging requirements on ramps and superelevated sections where the geometrical orientation of the pavement results in an inaccurate measurement with the rolling straightedge.

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330-9.4.5.5 Friction Course Layer: Where required per 330-9.4.5.1, straightedge the friction course layer in accordance with 330-9.4.2, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the QC straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-9.5.

SUBARTICLE 330-9.5.1.1 (of the Supplemental Specifications) is deleted and the following substituted:

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