

3340104 SUPERPAVE ASPHALT CONCRETE
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Ponch Frank

pfrank@rangerconstruction.com

Comments: (6-2-15)

Only comment is on the Table 334-6. Since the vacuum drying has not been done, it is hard to comment on the Maximum difference proposed in this spec until industry has had time to work with it. We would ask that FDOT provide some back up to the numbers or allow industry to work with materials to amend this Table as we move into this new procedure.

Response: Extensive testing was done in a Round Robin study in accordance with ASTM protocol this year. Additionally, there are a number of contractors that currently use vacuum drying and that data was obtained from LIMS and analyzed. A meeting was held with the Industry Specifications group in May and this issue was discussed. The values in the table are going to be changed to a maximum allowable difference of 0.014 for all % Gmm levels. After the method has been in place statewide for a couple of years, another Round Robin study will be conducted to determine whether that value needs to be modified.

Howie Moseley

386-961-7853

howard.moseley@dot.state.fl.us

Comments: (6-24-15)

Table 334-6: I recommend having one or at the most two between-laboratory precision values for Gmb (roadway cores). Three separate values is overly complicated. I would prefer to see one value, which will make paper reviews easier. If this is not possible I recommend just having two values, one for cores below 88% density (0.020) and one for cores above 88% density (0.008).

Response: It was decided to have one value (0.014) for all density levels.
