

3340102 SUPERPAVE ASPHALT CONCRETE
INTERNAL/INDUSTRY REVIEW COMMENTS

Walter Brewer
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Comments: (2-24-16)

This would be a great change in order to facilitate paving shoulders with the mainline.

Response:

Christopher NeSmith
954-214-7981
christopher.nesmith@dot.state.fl.us

Comments: (2-25-16)

I do not agree with TL-D and TL-E mixes on shoulders unless the shoulder is 5' wide or less.

Response:

Anonymous

Comments: (2-28-16)

Why would we want to limit the contractor to one level higher than the level specified in the contract documents for the mainline? Why is it okay for the contractor to place one level higher on the mainline at no additional cost, but two levels higher is unacceptable? A scenario that could come up would be an interstate that is being resurfaced at TL-D, and ramps that have TL-B. The way the spec is proposed to be written, only shoulders would be acceptable for paving at TL-D. The ramp would have to be paved at either TL-B or TL-C.

Response:

Howie Moseley
386-961-7853
howard.moseley@dot.state.fl.us

Comments: (2-29-16)

334-1.2: I recommend clarifying the added language to indicate only when the shoulder is placed during the same pull as the adjacent travel lane.

Response:

D5 Construction
386-943-5347

Comments: (3-21-16)

334-5.4.1 – Loss or Missing Verification/Resolution Sample: “If only the roadway cores are lost, damaged, destroyed, or are otherwise unavailable for testing, then the minimum possible pay factor for density will be applied to the entire LOT in question.” Comments: - Is this proposed addition true regardless of the amount of sublots in the LOT?

Response:
