

Origination Form

Specifications

Name:	Richard Hewitt	Specification Number:	Table 1
Email:	Richard.Hewitt@dot.state.fl.us	Associated Specs:	330
Date:	2024-04-23T12:22:42Z	Verified:	VERIFIED

Summary:

Change to add Warranty Thresholds for Ride for new IRI-based Incentive Disincentive Smoothness System. See changes submitted under 330 related to IRI Smoothness System for changes submitted for Section 330.

Justification:

See changes submitted under 330 related to IRI Smoothness System for changes submitted for Section 330.

Do the changes affect other types of specifications?

Neither

List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual	Rhonda Taylor	Yes
Structures Manual		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No
Materials Manual		No

Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

What financial impact does the change have; project costs, pay item structure, or consultant fees?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

What impact does the change have on production or construction schedules?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

How does this change improve efficiency or quality?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

Which FDOT offices does the change impact?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

What is the impact to districts with this change?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

Does the change shift risk and to who?

Same answer as provided for concurrent Section 330 change. See changes submitted under Section 330 related to IRI Smoothness System.

Provide summary and resolution of any outstanding comments from the districts or industry.

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: <https://www.fdot.gov/programmanagement/Specs.shtm>

What is the communication plan?

Through the established specification revision process (e.g., Internal and Industry Review)

What is the schedule for implementation?

The Standard Specifications eBook and Workbook are effective July 1st every year.

VALUE ADDED ASPHALT PAVEMENT.**(REV 4-23-24)**

SUBARTICLE 338-5.2 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	
	<u>IRI > 110 inches/mile</u>	
	<u>Smoothness Class</u>	<u>IRI inches/mil</u> <u>e</u>
	<u>1</u>	<u>> 110</u>
	<u>2</u>	<u>> 110</u>
	<u>3</u>	<u>> 125</u>
	<u>4</u>	<u>> 140</u>
	<u>5</u>	<u>> 140</u>
	<u>Limited Access</u>	<u>> 110</u>
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

Table 338-1 Category 1 Pavements		
Type of Distress	Threshold Values	Remedial Work
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) and~~ International Roughness Index (IRI) to be established by Laser Profiler in accordance with FM 5-549. Use ~~RN Warranty Threshold for projects that used RN for construction acceptance and~~ International Roughness Index (IRI) Warranty Threshold for projects that used IRI for construction acceptance.

(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: <https://www.fdot.gov/programmanagement/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: <https://www.fdot.gov/programmanagement/Implemented/URLinSpecs/Pavement.shtm>