

3300000 Hot Bituminous Mixtures – General Construction Requirements
Comments from Industry Review

Christopher NeSmith
407) 264-3482
christopher.nesmith@dot.state.fl.us

Comments:

Section 330-12.4.5 Quality Control Testing for smoothness: There needs to be a statement that deals with temporary pavement or maybe a statement that deals with any pavement that will be open to traffic. Currently there is wording to have the contractor straightedge and fix deficiencies on intermediate asphalt layers (if the Engineer requires it); however, temp detours on high speed roadways are not considered intermediate asphalt layers, yet they are open to traffic at interstate speeds for a significant amount of time and if the contractor creates a rough and uneven surface which can be unsafe; there is no way to get the contractor to straightedge and fix these areas unless the department is willing to pay extra because the spec doesn't require it and doesn't even give the engineer the option to require it the way it does for intermediate layers.

Also, The wording in section 330-12.4.5.3 requires intermediate areas to be straightedged (if the Engineer requires) and all deficiencies greater than 3/8" be fixed within 72 hours. However, section 330-12.4.5.4 requires final lift of structural to be straightedged and all deficiencies to be fixed; however, if there are deficiencies greater than 3/8" on this final lift, there is no way to enforce the requirement to fix them within 72 hours. That final lift could have deficiencies greater than 3/8" for months. The similar wording requiring deficiencies greater than 3/8" to be fixed within 72 hours needs to be included in section 330-12.4.5.4 just like it is included in section 330-12.4.5.3.

There needs to be wording on how to handle mixes when the spread rate is significantly too low. The issue occurred on a project recently where the specification did not address how to handle FC-5 when the spread rate was 20#/SY below the target. The contractor fixed their processes immediately after measuring the low spread rate; however, due to the current wording of the specification, there was no way to require removal at no cost to the department even when the State Materials Office recommended removal. If the department had required the contractor to remove the material, the contractor was going to submit a claim and the department would more than likely have had to pay the claim.

Response to all comments:

These comments are not directly related to the proposed specification changes and therefore cannot be addressed at this time because there is no mechanism for further review by Industry,

etc. These comments will be forwarded to the State Construction Office for consideration for the July 2010 specification changes.

David Wang

Comments:

The comments being added in the proposed specification change 330 are underlined and italicized as shown in the attached document

330-3.2.1 General: Spread the mixture only when the surface upon which it is to be laid has been previously prepared, is intact, firm, dry, clean and the tack or prime coat with acceptable spread rate is properly broken or cured. Do not place friction course until the adjacent shoulder area has been dressed and grassed.

Response:

Agreed. Changes made without altering the meaning of the specification.

330-10.1.6 Use of Traffic Roller on First Overbuild Course: Use a pneumatic-tired roller on the first overbuild course. Compact the pavement with a minimum of five coverages.

Response:

Agreed. Change made without altering the meaning of the specification.

330-12.4.5.2 Rolling Straightedge Exceptions: Testing with the rolling straightedge ~~straightedge testing~~ will not be required in the following areas: shoulders, intersections, tapers, crossovers, 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.

As an exception, in the event the Engineer identifies a surface irregularity in the above areas that is determined to be objectionable, straightedge test with 15 foot manual straightedge and address all deficiencies in excess of 3/8 inch in accordance with 330-12.5.

The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, at the beginning and end of bridge structure, and at manholes and 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.

Response:

Specific reference to rolling or manual straightedge was removed because subarticle “330-12.4.5.1 General” states to perform all testing in accordance with 330-12.4.2, which refers to FM 5-509, which describes the details for the rolling and manual straightedge.

330-12.5.1.2 Friction Course or Final Surface: Correct deficiencies in the friction course layer or final surface layer 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 exception, the Engineer may allow the contractor to leave these areas in place ~~at~~ if it is determined by the Engineer that the deficiency is not a significant detriment to the pavement quality. A reduction to the pay quantity item quantity will be made in accordance with 330-12.5.2.

Response:
Agreed. Changes made.

Jennifer Williams
(850) 415-9592
jennifer.williams@dot.state.fl.us

Comment:

In section 330-2.2, Asphalt Plant, number 3 should read “twice per day” rather than “one per day.”

Response:
Current specification wording indicates one per day. The specification revision did not modify this frequency. Any changes to the frequency of testing would need to be proposed and a proper review period would need to be provided.

Patricia Lincoln
Orlando Operations

Comment:

HOT BITUMINOUS MIXTURES – GENERAL CONSTRUCTION REQUIREMENTS. (REV 6-1-09) 330-8.4 Coating Surfaces of Contacting Structures: Paint all structures which will be in actual contact with the asphalt mixture, with the exception of the vertical faces of existing pavements and curbs or curb and gutter, with a uniform coating of asphalt cement binder to provide a closely bonded, watertight joint.

This example: Paint all structures that will be in actual contact with the asphalt mixture, with the exception of the vertical faces of existing pavement, curbs, and gutters with a uniform coating of asphalt cement binder to provide a closely bonded watertight joint.

Response:
Agreed. Change made.

330-12.4.5.2 Straightedge Exceptions: The Engineer may waive straightedge requirements for transverse joints at the beginning and end of the project, and at the beginning and end of bridge structures, and at manholes and utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer.

This example: 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 utility structures if the deficiencies are caused by factors beyond the control of the Contractor, as determined by the Engineer.

Response:
Agreed. Change made.

Ronda Daniels
Ocala Operations:

Comments:

330-12.3.1 Quality Control requirements: Suggesting Recheck: If recheck indicates that cross slope is still out of tolerance, cease paving operations and address any pavement not meeting the requirements of the specification. Resume operations only by acceptable cross slopes.

Response:
Note that this comment does not address a proposed change to the specification. This is a new change and would need to be proposed and a proper review period would need to be provided.

Change last wording in last sentence from “paving operation.” To “that days production.”

Response:
Note that this comment does not address a proposed change to the specification. This is a new change and would need to be proposed and a proper review period would need to be provided.

Howie Moseley
District 2 Bituminous Engineer
(386) 961-7853
howard.moseley@dot.state.fl.us

Comment:

330-8.2: Overbuild courses should be included in the text since it is included in the title of the section.

Response:
Agreed. Change made.

Comments from Meeting with Industry on 7/23/09

Comment:

330-2.2 (4). Revise the frequency of testing for Gmm of incoming RAP material from 1000 to 5000 tons.

Response:
Agreed. Change made.

Comment:

330-7. Revise the phrase “at any time there is a probability of rain” because in Florida there is always a probability of rain and this requirement may be misinterpreted.

Response:
Agreed. Wording was changed to “Cover each load during cool and cloudy weather and at any time it appears rain is likely during transit with a tarpaulin or waterproof cover meeting requirements of 320-5.4.”

Comment:

330-8.2. Add “and overbuild courses” to the end of the sentence.

Response:
Agreed. Change made.