

Toole, Deborah

From: Scheer, Daniel
Sent: Wednesday, July 02, 2014 11:29 AM
To: Thomas, Frances; Toole, Deborah
Subject: RE: Spec 337-7.4 - Change in 2004 e-book not found in Workbook history

I am okay with that – they seem ‘administrative’ in nature and do not modify the content or intent.

Dan

Daniel L. Scheer, P.E.
State Specifications Engineer
(850) 414-4130



LCDR, CEC, USN(R)
"Seabees Can Do!"

From: Thomas, Frances
Sent: Wednesday, July 02, 2014 11:10 AM
To: Scheer, Daniel; Toole, Deborah
Subject: FW: Spec 337-7.4 - Change in 2004 e-book not found in Workbook history

Rich is requesting we make the following clarification to 337. I think we can add these to the 337 we have in the Industry Review process as typo or clerical errors without processing as a separate change. What do you think?

Thanks.

Frances Thomas

Specifications Development Specialist
State Specifications/Estimates Office
Phone: (850) 414-4101
Fax: (850) 414-4199
frances.thomas@dot.state.fl.us

From: Hewitt, Richard
Sent: Wednesday, July 02, 2014 10:29 AM
To: Thomas, Frances
Subject: RE: Spec 337-7.4 - Change in 2004 e-book not found in Workbook history

Frances,

Here you go. Please see the attached Word document. Track changes is on so you can see the changes I made in Section **337-7.4 Compaction of FC-5**.

Thanks,

Richard M. Hewitt, PE
State Construction Pavement Engineer

Florida Department of Transportation
719 South Woodland Blvd.
Mail Station 506
Deland, FL 32720

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e-mail: Richard.Hewitt@dot.state.fl.us

From: Thomas, Frances
Sent: Wednesday, July 02, 2014 10:19 AM
To: Hewitt, Richard
Subject: RE: Spec 337-7.4 - Change in 2004 e-book not found in Workbook history

Here you are....just send it back to me and I will explain to Debbie and Dan what we are doing.

Thanks.

Frances Thomas

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From: Hewitt, Richard
Sent: Wednesday, July 02, 2014 7:30 AM
To: Thomas, Frances
Subject: Spec 337-7.4 - Change in 2004 e-book not found in Workbook history

Frances,

Problem

I happened to be looking at the 337 Spec in the 2004 e-book and noticed a change to 337-7.4 regarding the units of pounds per linear inch (PLI). It is currently incorrect in the 2004 e-book. The 2003 e-book was very close, but could use some minor edits.

History

I reviewed the Workbook history's for Jan 2013 through July 2014 and could not find where this change was made. Not sure when the change occurred, but it needs to be changed back to how it read in the 2003 e-book.

Corrections

For the first highlighted area change it to, "pounds per linear inch (PLI)".

In the second highlighted area change it to "PLI".

We could go one step further and in the formula for PLI place, "(pounds per linear inch)" next to PLI.

Please let me know if you have any questions or require any additional information.

From 2003 e-book:

337-7.4 Compaction of FC-5: Provide two, static steel-wheeled rollers, with an effective compactive weight in the range of 135 to 200 **PLI**, determined as follows:

$$PLI = \frac{\text{Total Weight of Roller (pounds)}}{\text{Total Width of Drums (inches)}}$$

(Any variation of this equipment requirement must be approved by the Engineer.) Establish an appropriate rolling pattern for the pavement in order to effectively seat the mixture without crushing the aggregate. In the event that the roller begins to crush the aggregate, reduce the number of coverages or the PLI of the rollers. If the rollers continue to crush the aggregate, use a tandem steel-wheel roller weighing not more than 135 **lb/per linear inch (PLI)** of drum width.

From 2004 e-book

337-7.4 Compaction of FC-5: Provide two, static steel-wheeled rollers, with an effective compactive weight in the range of 135 to 200 **per linear inch (PLI)**, determined as follows:

$$PLI = \frac{\text{Total Weight of Roller (pounds)}}{\text{Total Width of Drums (inches)}}$$

(Any variation of this equipment requirement must be approved by the Engineer.) Establish an appropriate rolling pattern for the pavement in order to effectively seat the mixture without crushing the aggregate. In the event that the roller begins to crush the aggregate, reduce the number of coverages or the PLI of the rollers. If the rollers continue to crush the aggregate, use a tandem steel-wheel roller weighing not more than 135 **lb/PLI** of drum width.

Richard M. Hewitt, PE
State Construction Pavement Engineer

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