



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE KOPELOUSOS
SECRETARY

January 12, 2011

Monica Gourdine
Program Operations Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: Office of Design, Specifications
Section **330**
Proposed Specification: **3300202 Hot Bituminous Mixtures – General Construction Requirements - REVISED.**

Dear Ms. Gourdine:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Greg Sholar of the State Materials Office to expand the minimum process control testing requirements and to exclude sidewalks and bicycle/shared use paths from straightedge testing.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via Email to SP965RP or rudy.powell@dot.state.fl.us.

If you have any questions relating to this specification change, please call Rudy Powell, State Specifications Engineer at 414-4280.

Sincerely,

Rudy Powell, Jr., P.E.
State Specifications Engineer

RP/dt

Attachment

cc: Gregory Jones, Chief Civil Litigation
Florida Transportation Builders' Assoc.
State Construction Engineer

HOT BITUMINOUS MIXTURES – GENERAL CONSTRUCTION REQUIREMENTS.
(REV ~~112-2417412-101~~)

SUBARTICLE 330-2.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-2.2 Minimum Process Control Testing Requirements: Perform, as a minimum, the following activities at the testing frequencies provided below:

Asphalt Plant

1. Asphalt Mix: Determine the asphalt binder content; mix gradation and volumetric properties at a minimum frequency of one per day. In the event that the daily production exceeds 1,000 tons, perform these tests a minimum of two times per day. Quality Control tests used in the acceptance decision may be used to fulfill this requirement. Verify modifier addition.
2. Aggregate: Test one sample for gradation per 1,000 tons of incoming aggregate, as it is stockpiled.
3. Aggregate moisture content from stockpiles or combined cold feed aggregate - one per day.
4. RAP: Test one sample per 1000 tons of incoming material (prior to incorporation into the mix) for gradation and asphalt binder content. Test one sample per 5,000 tons of incoming material (prior to incorporation into the mix) for maximum specific gravity (G_{mm}) and recovered viscosity.
5. Mix temperature at the plant for the first five loads and one out of every five loads thereafter.
6. Other tests (as determined necessary by the Contractor) for process control.

Roadway

1. Monitor the pavement temperature with an infrared temperature device. Monitor the roadway density with either 6 inches diameter roadway cores, a nuclear density gauge, or other density measuring device, at a minimum frequency of once per 1,500 feet of pavement. When the layer thickness is greater than or equal to 1 inch (or the spread rate is greater than or equal to 105 lb per yd²) and an approved rolling pattern is used in lieu of density testing, identify in the QC Plan how the pavement density will be monitored.
2. Mix temperature at the roadway for the first five loads and one out of every five loads thereafter.
3. Monitor the pavement smoothness with a 15-foot rolling straightedge, as required by these specifications.
4. Monitor the pavement cross slope at a frequency necessary to fulfill the requirements of these specifications, and identify a system to control the cross slope of each pavement layer during construction.
5. Monitor the mix spread rate at the beginning of each day's production, and as needed to control the operations, at a minimum of once per 200 tons placed to ensure that the spread rate is within 5% of the target spread rate. When determining the spread rate, use, at a minimum, an average of five truckloads of mix. When the average spread rate is beyond plus or minus 5% of the target spread rate, monitor the thickness of the pavement layer closely and adjust the construction operations.

If the Contractor fails to maintain an average spread rate within plus or minus 5% of the target spread rate for two consecutive days, the Engineer may elect to stop the construction operation at any time until the problem is resolved.

6. Monitor the mix texture to minimize pavement segregation. Use density gauges, infrared temperature measurement devices, or roadway cores at the beginning of each day's production, and as necessary, both at truck exchanges and during normal paving operations. Identify in the QC Plan the methods chosen for monitoring pavement segregation and the corrective actions that will be taken to resolve any identified problems.

SUBARTICLE 330-10.1.5 (of the Supplemental Specifications) is deleted and the following substituted:

330-10.1.5 Correcting Defects: Do not allow the rollers to deposit gasoline, oil, or grease onto the pavement. Remove and replace any areas damaged by such deposits as directed by the Engineer. While rolling is in progress, test the surface continuously, and correct all discrepancies to comply with the surface requirements *in 330-12*. Remove and replace all drippings, fat or lean areas, and defective construction of any description. Remedy depressions that develop before completing the rolling by loosening the mixture and adding new mixture to bring the depressions to a true surface. Should any depression remain after obtaining the final compaction, remove the full depth of the mixture, and replace it with sufficient new mixture to form a true and even surface. Correct all high spots, high joints, and honeycombing as directed by the Engineer. Remove and replace any mixture remaining unbonded after rolling. Correct all defects prior to laying the subsequent course.

SUBARTICLE 330-12.4.5.2 (of the Supplemental Specifications) is deleted and the following substituted:

330-12.4.5.2 Straightedge Exceptions: Straightedge testing will not be required in the following areas: shoulders, intersections, tapers, crossovers, *sidewalks, bicycle/shared use paths*, 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 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 structures, at manholes, and at 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.

SUBARTICLE 330-12.4.5.4 (of the Supplemental Specifications) is deleted and the following substituted:

330-12.4.5.4 Final Type SP Structural Layer: Straightedge the final Type SP structural layer in accordance with 330-12.4.2, either behind the final roller of the paving train or as a separate operation. Notify the Engineer of the location and time of straightedge testing a minimum of 48 hours before beginning testing. The Engineer will verify the straightedge testing by observing the Quality Control straight edging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-12.5.

When the final structural course is to be opened to traffic and the design speed is 55 mph or greater, if any defect is 3/8 inch or greater, the Engineer may require deficiencies to be corrected within 72 hours after opening to traffic.

~~For bicycle paths, straightedge the final Type SP structural layer with a rolling straightedge, either behind the final roller of the paving train or as a separate operation. Address all deficiencies in excess of 5/16 inch in accordance with 330-12.5. If the Engineer determines that the deficiencies on the bicycle path are due to field geometrical conditions, the Engineer will waive corrections with no deduction to the pay item quantity.~~

HOT BITUMINOUS MIXTURES – GENERAL CONSTRUCTION REQUIREMENTS. (REV 1-12-11)

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