

3200201 Hot Mix Asphalt – Plant Methods and Equipment
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Donnie Brown
Atlantic Coast Asphalt Co.

Comment: (12-13-12)

320-7 Covering the Friction loads on threat of rain.

Needs to be addressed. Who makes this call, plant or roadway personnel. Personally, my thoughts is the roadway personnel. This is an old problem from way back Needs to be the same throughout the whole state of Florida.

Response: All loads of friction course are supposed to be covered. (Jim Warren)

As the Commenter states, "This is an old problem from way back." The SMO agrees and fields questions from throughout the state a few times per year regarding this issue. With the frequent occurrence of end-of-load segregation, some of which may be caused by cold mix, and the importance of density and smoothness in friction course layers, it was decided to explicitly state in the specification to cover and tie down all loads of friction course. Subarticle 337-7.7 states "Cover all loads of friction course mixtures with a tarpaulin, or waterproof cover, meeting requirements of 320-7" however, 320-7 has the statement "Provide each truck with a tarpaulin or other waterproof cover mounted in such a manner that it can cover the entire load when required." Some Contractors and Department staff interpreted that friction course mixtures only needed to be covered "during cool and cloudy weather and at any time it appears rain is likely during transit." The intent of the Department was to always cover friction course mixtures regardless of environmental conditions, but the specification wording needed to be clearer. Additionally, the new wording was changed from "strap" to "tie down." (SMO). Change Made.

Bert Woerner
386-943-5351
bert.woerner@dot.state.fl.us

Comment: (12-26-12)

1. 320-2.1

320-7 Transportation of the Mixture.

Transport the mix in trucks of tight construction, which prevents the loss of material and the excessive loss of heat and previously cleaned of all foreign material. After cleaning, thinly coat the inside surface of the truck bodies with soapy water or an asphalt release agent as needed to prevent the mixture from adhering to the beds. Do not allow excess liquid to pond in the truck body. Do not use a release agent that will contaminate, degrade, or alter the characteristics of the asphalt mix or is hazardous or detrimental to the environment. Petroleum derivatives (such as diesel fuel), solvents, and any product that dissolves asphalt are prohibited. Provide each truck with a tarpaulin or other waterproof cover mounted in such a manner that it can cover the entire load **when required.** When in place, overlap the waterproof cover on all sides so that it can be **tyed**

down. 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. *Cover and **strap** all loads of friction course mixtures.*

Our question is: Why is this statement being added? Shouldn't "Cover each load" imply to all asphalt types: Base, Misc, Structural, etc. Also, "tied down" implies strapping. Why are we adding this statement? "When required" should be deleted and require all asphalt to be covered.

Response: Good question. The joint spec committee (FDOT and Industry) discussed this issue and agreed there may be situations of a short haul distance, with hot weather, where it may not be necessary to cover a base mix or structural mix load. However, it was also agreed that friction course mixtures are too important regardless of the situation and should be covered and tied down always. Subarticle 337-7.7 states "Cover all loads of friction course mixtures with a tarpaulin, or waterproof cover, meeting requirements of 320-7" however, 320-7 has the statement "Provide each truck with a tarpaulin or other waterproof cover mounted in such a manner that it can cover the entire load when required." Some Contractors and Department staff interpreted that friction course mixtures only needed to be covered "during cool and cloudy weather and at any time it appears rain is likely during transit." The intent of the Department was to always cover friction course mixtures regardless of environmental conditions, but the specification wording needed to be clearer. Additionally, the new wording was changed from "strap" to "tie down." (SMO). Change Made.

2. 320-2.1 (6a)

The word "per Lot" should remain. Also, added statement for FC is not necessary.

Response: Please note that this change refers only to the QC control charts. The words "per Lot" were removed because the QC control charts available at the asphalt plant for review are plotted in a continuous manner. Note that the individual Lot data is still available from the Asphalt Plant worksheets and from LIMS. No Change Made.

D4

Comment: (1-1-13)

D4 Const has the following comments: 320-7 New text: Cover and strap all loads of friction course mixtures. Why would we limit the concern to FC, shouldn't this be applicable to any asphalt? Not quite sure what we are trying to describe here. Is there additional coverings available/hardware on a truck that can accommodate this?

Response: The joint spec committee (FDOT and Industry) discussed this issue and agreed there may be situations of a short haul distance, with hot weather, where it may not be necessary to cover a base mix or structural mix load. However, it was also agreed that friction course mixtures are too important regardless of the situation and should be covered and tied down always. Subarticle 337-7.7 states "Cover all loads of friction course mixtures with a tarpaulin, or waterproof cover, meeting requirements of 320-7" however, 320-7 has the statement "Provide each truck with a tarpaulin or other waterproof cover mounted in such a manner that it can cover the entire load when required." Some Contractors and Department staff interpreted that friction

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Change Made.