3300601 HOT MIX ASPHALT – GENERAL CONSTRUCTION REQUIREMENTS
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Kevin Homrich-Micooci (via Grace Granados)
FDOT, D4

Comments: (12-18-14)
Table 330-3 limits a Dense Friction Course max spread rate tolerance to +/- 25 lbs/sy. For a typical FC-9.5 mix that comes out to just under 25%, meaning we are making this a stricter limit by going to 20%. I believe that limiting the tolerance to individual spread rates rather than averages and lowering our threshold will cause more work stoppages for FC-9.5 projects based on what we have seen in our recent research into D4 projects and the Fuller Meeting.

Response: Correct, for a 1" lift the tolerance is reduced slightly (5%). Keep in mind for a 25% tolerance on 1" pavement means thickness would have to be less than ¾" before action would be taken.

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Chad Rucks (via Grace Granados)
FDOT, D4

Comments: (12-18-14)
Under section 300-6.1.5.1 suggest revising the first sentence to indicate "plus or minus 5%" similar to other references in this specification. The first sentence currently just states "within 5%".
Response: Agreed. As you've pointed out, the existing Spec language was missing the "plus or minus" term and the language will be modified so it is consistent with other areas of the Spec that use the "plus or minus" terminology.

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Comments: (12-18-14)
The Origination form states that "*The current language addressing maintaining spread rates within +/-5% of target spread rate over two consecutive days will remain.*" However, the language **is** changed in the FDOT's proposed. The current language states "*the Engineer may elect to stop the construction operation*….". The proposed changed language more directly states to "*stop construction operation*…." There are often times that as an asphalt paving subcontractor we are paving on base prepared by others and accepted by FDOT/CEI for paving. However, that base may be within the tolerance allowed for base construction but may be low or may still need some cross-slope adjustment to meet plan…this often requires higher yield to achieve. By the current spec this can be recognized and paving continue as the Engineer has the option to stop construction or not. However, under the revised spec wording such an occurrence will require the Contractor to stop paving operations, and that is not in the best interest of the FDOT or the Contractors. We understand the concern about low yields and perhaps not achieving design thickness. However, running over the 5% is already addressed via payment language and stopping construction is not appropriate for this common occurrence.

Additionally, we have had extended discussions about paving 1” lifts and achieving density. This often requires exceeding the target spread-rate by more than 5% and should not warrant a “stop construction” as will be required under the proposed wording.
Response: The Spec language regarding the 5% did remain. It was modified to direct the contractor to stop rather than require the engineer to stop operations, sorry for that confusion. Agreed, there are cases when we want to allow the spread rate to exceed the 5% and those cases should be discussed *(resolved)* with the project staff. For example, it is not the intent to stop paving if spread rates are higher solely because the earthwork is low. Any cases of spread rates exceeding the 2 day tolerances should be resolved with the project personnel. It may be a simple discussion in the case of using asphalt to fill in for low earthwork or may require more if the problem is due to a lack of quality control during paving.

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