

3390700 MISCELLANEOUS ASPHALT PAVEMENT  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (12-5-14)

It is a plan quantity now.

It looks like they're switching to the new arithmetic mean method to determine max allowable pay quantity.

The issue is the 105% limit. More times than not we end up giving away misc. by exceeding the limit do to various reasons.

Typically because the miscellaneous area is more sq. yds. than what's on the plans.

Response:

The new method for determining the pay quantities is similar to the current method in that it pays for asphalt placed up to 105% of the plan quantity. The existing method uses Arithmetic Mean to deal with mixes different Gmm's and then uses the plan square yards. The new methods uses a similar, but much simpler method.

It would be the same as it is currently, if the actual area to be paved differs from the plans, you'd work with the project staff in order to resolve the issue, and where approved by the Engineer, the plan quantity would be adjusted in accordance with Department policy.

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Jim Warren (via Bob Bureson)  
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Comments: (12-10-14)

I'd like to see Misc Asphalt be at 110% instead of 105% of the adjusted plan quantity for the pay item.

Response:

We will maintain the 105% limit currently in the existing Specifications. However, we are always open to reviewing project data and discussing any proposals.

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Comments: (12-15-14)

The proposed change is a revision to the average spread rate calculations for determination of pay quantities for asphalt pavement. Pinellas County specs have language that take precedence and are not affected by this proposed change. County guiding document:

<http://www.pinellascounty.org/dei/pdf/hot-bituminous.pdf>

Response:

If the County wishes to use a different method of determining the pay quantity that is their prerogative; however, the Department is moving to a simpler method to determine pay quantities on conventional pay item projects.

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Comments: (12-18-14)

We have never understood why Misc. Asphalt is only calculated on 100 lbs/sy-in, versus roadway asphalt at 110 lbs/sy-in. All superpave mix designs I have ever seen are well over 100 lbs/sy-in. There may be some minor variance in compaction, but even that doesn't apply in new construction because we typically pull the misc. asphalt with the adjacent shoulder pavement and it all gets the same compactive effort. We recommend taking opportunity to go ahead and revise the "plan" calculation for Misc. Asphalt to 110 lbs/sy-in, consistent with today's asphalt mix designs.

Response:

While the spread rate for Miscellaneous Asphalt was not modified by this Spec revision, the following explanation is offered.

The 110 lbs/sy-inch is based on a roadway density of 92.5%. The 92.5% density, (along with the unit weight of water and some other conversion factors) results in the 43.3 value in the spread rate formula listed in Specification Section 334.

Since Miscellaneous Asphalt is used in applications such as guard rail, where 92.5% density is not typical, we stayed with the current 100 lbs/sy-inch.

The 43.3 value is derived as follows:

$62.4 \text{ lbs/ft}^3 * 9 \text{ ft}^2/\text{yd}^2 * 0.925 / 12 \text{ in/ft}$ , results in 43.3 the constant in the spread rate formula in Spec Section 334. This allows the user to input the thickness in inches and the Gmm (no units) and determine a spread rate in lbs/yd<sup>2</sup>.

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FDOT, D5 Construction

Comments: (1-6-15)

339-7 Method of Measurement: Remove comma in the first sentence between mixture and in tons.

Response:

Agreed. Your recommended change will be made.

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