



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

January 28, 2016

Khoa Nguyen
Director, Office of Technical Services
Federal Highway Administration
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

Re: State Specifications Office
Section **330**
Proposed Specification: **3300904 Hot Mix Asphalt – General Construction**
Requirements - REVISED

Dear Mr. Nguyen:

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

The changes are proposed by Richard Hewitt of the State Construction Office to clarify that on roadways with a design speed equal to or greater than 55 mph, areas unsuitable for laser profiler testing are to be tested and accepted using the straightedge.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to daniel.scheer@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4130.

Sincerely,

Signature on file

Daniel Scheer, P.E.
State Specifications Engineer

DS/ot

Attachment

cc: Florida Transportation Builders' Assoc.
State Construction Engineer

HOT MIX ASPHALT - GENERAL CONSTRUCTION REQUIREMENTS.**(REV ~~11-5-15~~1-28-16)**

SUBARTICLE 330-9.4.5.1 is deleted and the following substituted:

330-9.4.5.1 General: Straightedge the final Type SP structural layer and friction course layer in accordance with 330-9.4.2, with the exception that if the method of acceptance is by laser profiler, then straightedging of the friction course layer is not required unless otherwise stated in the Specifications. *If the project's method of acceptance is by laser profiler, areas not ~~tested by~~suitable for testing with the laser profiler will be tested and accepted by straightedging.* Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.

SUBARTICLE 330-9.4.5.5 is deleted and the following substituted:

330-9.4.5.5 Friction Course Layer: Where required per 330-9.4.5.1, *and in areas noted in 330-9.4.6.2 as not suitable for testing with the Laser Profiler*, straightedge the friction course layer in accordance with 330-9.4.2, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. 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 QC straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-9.5.

SUBARTICLE 330-9.4.6.1 is deleted and the following substituted:

330-9.4.6.1 Straightedge Acceptance: For areas of roadways where the design speed is less than 55 miles per hour, *and for areas of roadways where the design speed is greater than ~~equal to or greater than~~ equal to 55 miles per hour which are noted in 330-9.4.6.2 as not suitable for test with the Laser Profiler*, acceptance for pavement smoothness of the friction course will be based on verified QC measurements using the straightedge as required by 330-9.4.5. The Engineer will verify the straightedge testing by observing the QC straightedging operations.

HOT MIX ASPHALT - GENERAL CONSTRUCTION REQUIREMENTS.**(REV 1-28-16)**

SUBARTICLE 330-9.4.5.1 is deleted and the following substituted:

330-9.4.5.1 General: Straightedge the final Type SP structural layer and friction course layer in accordance with 330-9.4.2, with the exception that if the method of acceptance is by laser profiler, then straightedging of the friction course layer is not required unless otherwise stated in the Specifications. If the project's method of acceptance is by laser profiler, areas not suitable for testing with the laser profiler will be tested and accepted by straightedging. Test all pavement lanes and ramps where the width is constant and document all deficiencies in excess of 3/16 inch on a form approved by the Engineer.

SUBARTICLE 330-9.4.5.5 is deleted and the following substituted:

330-9.4.5.5 Friction Course Layer: Where required per 330-9.4.5.1, and in areas noted in 330-9.4.6.2 as not suitable for testing with the Laser Profiler, straightedge the friction course layer in accordance with 330-9.4.2, either behind the final roller of the paving train or as a separate operation upon completion of all paving operations. 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 QC straightedging operations. Address all deficiencies in excess of 3/16 inch in accordance with 330-9.5.

SUBARTICLE 330-9.4.6.1 is deleted and the following substituted:

330-9.4.6.1 Straightedge Acceptance: For areas of roadways where the design speed is less than 55 miles per hour, and for areas of roadways where the design speed is greater than or equal to 55 miles per hour which are noted in 330-9.4.6.2 as not suitable for test with the Laser Profiler, acceptance for pavement smoothness of the friction course will be based on verified QC measurements using the straightedge as required by 330-9.4.5. The Engineer will verify the straightedge testing by observing the QC straightedging operations.