

THIS MEMO IS EXPIRED

September 29, 2000

MEMORANDUM NO. 28-00

TO: DISTRICT CONSTRUCTION ENGINEERS

FROM: Greg Xanders, State Construction Engineer
Bruce Dietrich, State Pavement Design Engineer

COPIES: District Directors of Operations, District Directors of Production,
District Bituminous Engineers, Bill Albaugh, Freddie Simmons, Tom Malerk,
FHWA, FTBA, ACA, Area Construction Engineers

SUBJECT: GUIDELINES FOR CROSS SLOPE CONTROL OF PAVEMENT

From the cross slope measurements of candidate projects for the 1998 and 1999 Asphalt Contractors Association Awards, we found that the majority of the cross slopes on the newly completed pavement surface do **not meet** FDOT design requirements. Currently, the Flexible Pavement Design Manual and the Plans Preparation Manual have already included procedures to cover the cross slope correction during the design stage. Therefore, the detailed plans with adequate quantities for cross slope correction should be provided in the most recent contracts.

In order to ensure that the cross slope of the pavement is constructed in compliance with Contract requirements, construction personnel shall follow the following guidelines:

1. A preconstruction conference or a pre-paving conference must be held to cover the cross slope control and related issues such as constructability review, overrun or underrun quantities, MOT and construction phases, automatic transverse control system equipment on the milling machine and asphalt paver, etc.

2. An accurate milling operation is essential for both cross slope correction and finished asphalt pavement cross slope control. A close inspection should be performed at the job site.
3. When the actual road conditions vary from the plans or the plans do not provide sufficient detail, the Engineer of Record, the FDOT Project Manager and the District Bituminous Engineer should be contacted to resolve the variances. (Some of the conditions may be; milling not removing all the cracks, milling into the base or less than designed cross slope).
4. If a Supplemental Agreement (S. A.) is required to provide overbuild or increased construction quantities, the appropriate reason codes should be used. If done by a consultant, use avoidability code "1" (Avoidable Production Consultant) and recovery code "R" (Recovery Action Recommended). If done by in house designers, the S. A. should be coded "2" (Avoidable Production FDOT) and "N" (No Action Recommended). This will help us to identify shortcomings in the design phase and to be able to quantify the issue on a statewide basis.

A test specification with average construction tolerance of $\pm 0.2\%$ for cross slope control has been developed and will be used on several pilot projects. This testing process will help us to gain some field experience and will be used to make specification revisions, if necessary. You can find this test specification on the State Construction Office website.

If you have any questions, please contact David Wang at (850) 414-4152, or (SC) 994-4152.

XD/wc