



**Florida Department of Transportation**

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SECRETARY

September 7, 2016

**MATERIALS BULLETIN NO. 08-16**

**DCE MEMORANDUM NO. 12-16**

*(FHWA Approved: 9/7/2016)*

**TO:** DISTRICT MATERIALS AND RESEARCH ENGINEERS  
DISTRICT CONSTRUCTION ENGINEERS

**FROM:** Timothy J. Ruelke, P.E., Director, Office of Materials  
David A. Sadler, P.E., Director, Office of Construction

**COPIES:** Amy Tootle, Phillip Gainer, Bob Burleson, Nick Finch, Rafiq Darji, Jim Warren, Howard Moseley

**SUBJECT:** CHANGING PG 76-22 (ARB) TO PG 76-22 (PMA)

**There are certain conditions (Supply Issues or Engineering Issues) when PG 76-22 (ARB) may be changed to PG 76-22 (PMA). These conditions are outlined below:**

**Supply Issues:** There have been instances where there is a supply shortage of PG 76-22 (ARB) binder on projects. Should such a shortage occur on a project and the paving operation involving PG 76-22 (ARB) is on the critical path of the schedule, the Contractor shall supply documentation to the Project Administrator from several suppliers stating there is a supply shortage. For supply shortages occurring on projects let prior to January 2017, the Contractor will be allowed to substitute PG 76-22 (PMA) binder in lieu of PG 76-22 (ARB) binder provided: 1) paving operations of the friction course layer were previously identified as a critical path item, and 2) a credit of \$4.50 per ton of mix is provided to the Department.

**Engineering Issues:** There are certain conditions which justify a change from PG 76-22 (ARB) to PG 76-22 (PMA):

- There is a history of severe rutting and/or fatigue cracking at the project location.
- OR
- The structural layer contains polymer modified binder.

The following steps are outlined as the process to be followed for obtaining approval to change from PG 76-22 (ARB) to PG 76-22 (PMA) for engineering issues:

1. The Contractor shall provide a letter to the Project Administrator with the appropriate justification for the substitution of PG 76-22 (PMA) in lieu of PG 76-22 (ARB). The letter needs to include specific engineering justification as to the need for the change. In

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the event that the Department initiates the request, the Project Administrator shall write-up the appropriate justification for the change. Because asphalt mix with PG 76-22 (ARB) is more expensive than asphalt mix with PG 76-22 (PMA), provide a credit to the Department of \$4.50 per ton of mix.

2. The Project Administrator will forward the request (via email) to the District Materials Office and the District Construction Office.
3. The District Materials Office shall:
  - a. Review the proposed change and approve/disapprove as appropriate.
  - b. Coordinate approval (via email) of the proposed change with the State Materials Office.
  - c. Forward approval (via email) of the proposal to the District Construction Office.
4. The District Construction Office, upon receiving approval from the District Materials Office, shall:
  - a. Review the proposed change and approve/disapprove as appropriate.
  - b. Forward approval (via email) of the proposal to the State Construction Office.
5. The State Construction Office shall:
  - a. Review the proposed change and approve/disapprove as appropriate.
  - b. Forward approval (via email) of the proposal to the Chief Engineer.
6. In the event that the proposal is rejected, the proposal shall be returned to the Project Administrator.

For any questions concerning this matter, please contact either Greg Sholar at 352.955.2920 or Rich Hewitt at 386.943.5305.

TR/DS/RH