



Florida Department of Transportation

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DCE MEMORANDUM NO. 18-17

MATERIALS BULLETIN NO. 18-17

(FHWA Approved 9/20/2017)

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

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

COPIES: Courtney Drummond, Bob Burleson, Amy Tootle, Jim Warren, Nick Finch, Rafiq Darji

**SUBJECT: TRAFFIC LEVEL SUBSTITUTIONS OF ASPHALT MIXES:
SPECIFICATION 334-3.2.1 AND SPECIFICATION 334-1.2**

The July 2017 Workbook allows traffic level substitutions that in some cases are greater than the one traffic level increase permitted in previous workbooks, provided they are at no additional cost to the Department. The July 2017 Workbook also allows the same traffic level and binder type used in the mainline to be placed in the shoulders regardless of whether it exceeds the traffic level substitutions listed in the July 2017 Workbook, provided it is at no additional cost to the Department.

This memorandum serves as blanket approval to process a \$0.00 Specification change, if requested by the Contractor, and should be attached to the Work Order or Supplemental Agreement used to document the change.

The Specification language included with this memo should be attached to the Work Order or Supplemental Agreement.

For questions regarding this memo, please contact Rich Hewitt (386) 943-5305 or Howie Moseley at (352) 955-2905.

DAS/TJR/RMH

SUBARTICLE 334-1.2 is deleted and the following substituted:

334-1.2 Traffic Levels: The requirements for Type SP Asphalt Concrete mixtures are based on the design traffic level of the project, expressed in 18,000 pound Equivalent Single Axle Loads (ESAL's). The five traffic levels are as shown in Table 334-1. The traffic levels for the project are as specified in the Contract Documents.

Traffic Level	Traffic Level (1x10 ⁶ ESAL's)
A	<0.3
B	0.3 to <3
C	3 to <10
D	10 to <30
E	≥30

SUBARTICLE 334-3.2.1 is deleted and the following substituted:

334-3.2.1 General: Design the asphalt mixture in accordance with AASHTO R 35-12, except as noted herein. Prior to the production of any asphalt mixture, submit the proposed mix design with supporting test data indicating compliance with all mix design criteria to the Engineer. For Traffic Level B through E mix designs, include representative samples of all component materials, including asphalt binder. Allow the Director of the Office of Materials a maximum of four weeks to either conditionally verify or reject the mix as designed.

For a Traffic Level A mixture, meet the mix design criteria for a Traffic Level B mixture and for a Traffic Level D mixture meet the mix design criteria for a Traffic Level E mixture. In addition, a Type SP mix one traffic level higher than the traffic level specified in the Contract Documents may be substituted, at no cost to the Department. Based on the previous conditions, the following substitutions are allowed:

Traffic Level E can be substituted for Traffic Level D.

Traffic Level D or E can be substituted for Traffic Level C.

Traffic Level C can be substituted for Traffic Level B.

Traffic Level B or C can be substituted for Traffic Level A.

The same traffic level and binder type that is used for the mainline traffic lanes may be placed in the shoulder at no additional cost to the Department, even if the conditions stated above are not met for the shoulder.

Do not use more than four mix designs per nominal maximum aggregate size per traffic level per binder grade per year, where the year starts at the Notice to Proceed. Exceeding this limitation will result in a maximum Composite Pay Factor (CPF) of 1.00 as defined in 334-8.2 for all designs used beyond this limit.

Warm mix technologies (additives, foaming techniques, etc.) listed on the Department's website may be used in the production of the mix. The URL for obtaining this information, if available, is: <http://www.fdot.gov/materials/mac/production/warmmixasphalt/>

The Engineer will consider any marked variations from original test data for a mix design or any evidence of inadequate field performance of a mix design as sufficient evidence that the properties of the mix design have changed, and the Engineer will no longer allow the use of the mix design.