



# Florida Department of Transportation

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This Memo Has Expired

**DCE MEMORANDUM NO. 10-05**  
**MATERIALS BULLETIN NO. 05-05**  
**(FHWA Approved: 5/24/05)**

**TO: DISTRICT CONSTRUCTION ENGINEERS  
DISTRICT MATERIALS ENGINEERS**

**FROM:** *for* Ananth Prasad, P.E., Director, Office of Construction  
Thomas O. Malerk, P.E., Director, Office of Materials

**COPIES:** Bob Burleson (FTBA), Jim Warren (ACAF), Don Davis (FHWA)

**SUBJECT: SUBSTITUTION OF 07/05 VERSION OF SECTION 334 ON ON-GOING  
ASPHALT PROJECTS**

The Department may, subject to the availability of funds, allow the substitution of the 07/05 version of Section 334 (Superpave Asphalt Concrete) on contracts let prior to July 1, 2005 under the following terms and conditions:

**General Terms:** Contractor agrees to incorporate the newest version of Sections 234, 320, 334, 337, and 338 (if not already included in the contract) as identified in the July 2005 Workbook located at:

- 234 - <http://www.dot.state.fl.us/specificationsoffice/July05WB/2340000SS.pdf>
- 320 - <http://www.dot.state.fl.us/specificationsoffice/July05WB/3200024SS.pdf>
- 334 - <http://www.dot.state.fl.us/specificationsoffice/July05WB/3340000SS.pdf>
- 337 - <http://www.dot.state.fl.us/specificationsoffice/July05WB/3370000SS.pdf>
- 338 - <http://www.dot.state.fl.us/specificationsoffice/July05WB/3380000SS.pdf>

Contractor further agrees that any previous asphalt mix produced and placed under the old Specifications will NOT be re-evaluated under the new Specifications. All pay adjustments and/or failure determinations made under the old Specification requirements are final. No claims for additional time or compensation will be considered as a result of changing to the newer version of the Specifications.

Four possible scenarios are involved in this change:

1. **Coarse to Fine:** If the contract currently requires a coarse Traffic Level D or E mix and also specifies the use of a PG 76-22 asphalt binder, and the Contractor wants to switch to a fine Traffic Level D/E mix, the Contractor must provide a \$1.00/ton credit to the Department.
2. **Coarse to Fine plus PG 76-22:** If the contract currently requires a coarse Traffic Level D or E mix and the contract does not specify the use of a PG 76-22 asphalt binder, and the Contractor wants to switch to a fine Traffic Level D/E mix with a PG 76-22 asphalt binder, the Department will compensate the Contractor an additional \$7.00/ton for the addition of the new binder. The maximum Composite Pay Factor (CPF) for any material produced and placed under the new Specifications will be limited to a maximum of 1.00.
3. **PG 76-22 only:** If the contract currently requires a coarse Traffic Level D or E mix and the contract does not specify the use of a PG 76-22 asphalt binder, and the Contractor wants to continue to use a coarse mix with a PG 76-22 asphalt binder, the Department will compensate the Contractor an additional \$7.00/ton for the addition of the new binder.
4. **No mixture or binder change:** In the event the change to the new Specifications does not result in a mixture or binder grade change, the change to the new Specifications can be handled through a no cost change order.

Additional conditions are as follows:

1. **Lift Thickness:** If the Contractor proposes to change from a coarse mix to a fine mix, the new lift thicknesses must meet the requirements of 334-1.4.1 of the new Specification. (Exception: if the existing contract calls for a ¾" lift of fine SP-9.5, the Contractor will not be required to increase the thickness of the layer in order to meet the requirements of 334-1.4.1). No increase or decrease in the total thickness of asphalt placed will be allowed. On existing jobs where the thickness of the layers is identified in the contract based on spread rate, it will not be necessary to convert from thickness in inches [mm] to spread rate as required in 334-1.4.
2. **PG 76-22 Asphalt Binder:** The new 334 Specification requires a PG 76-22 (polymer modified) asphalt binder in the final (top) structural layer for Traffic Level D, and in the top two structural layers for Traffic Level E.

If the contract does not currently require the use of PG 76-22 asphalt binder in the mix, the Department will compensate the Contractor an additional \$7.00/ton for the addition of the new binder.

If the contract currently does require the use of PG 76-22 asphalt binder, then the Contractor will agree to a credit of \$1.00/ton if the switch involves going from a coarse mix to a fine mix. However, in no case will the total thickness of modified asphalt layers be allowed to be reduced based on the new criteria. In the event that the existing contract calls for a Traffic Level E with PG 76-22 in the top structural layer only, then the Contractor will be compensated an additional \$7.00/ton for the addition of the PG 76-22 in the second layer, provided the contract calls for more than one structural layer.

3. **Producer Quality Control Plan:** The HMA Producer must amend their Producer Quality Control Plan to incorporate the following:

“The Asphalt Plant Quality Control Technician will determine, at the time of sampling the mix for Quality Control purposes, the amount of Reclaimed Asphalt Pavement material being incorporated into the asphalt mix and note such measurement in the Asphalt Plant – Daily Report of Quality Control” The QC Plan shall be specific as to how this will be done. As an example, it may be proposed to record the belt scale readings on the virgin aggregate and RAP feeds.

4. **Time:** No additional time shall be granted for this change.
5. The Department and the Contractor agree that the sum agreed to in this Supplemental Agreement constitute a full and complete settlement of any and all issues of entitlement to either time or money for any events, occurrences, claims, or other circumstances arising out performance under Section 320, 334, and 337 included in the Contract.

**This memorandum serves as a blanket approval to process this change and should be attached to the Field Supplemental Agreement/Work Order or Supplemental Agreement.**

If you have any questions, please feel free to contact David Wang at (850) 414-4152 (SC 994-4152) or Jim Musselman at (352)955-2905 (SC 625-2905).

PM/ww