



Florida Department of Transportation

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JIM BOXOLD
SECRETARY

April 15, 2015

****REVISED****

****Extension date changed from April 15, 2015 to May 15, 2015.**


MATERIALS BULLETIN NO. 08-15

DCE MEMORANDUM NO. 07-15

(FHWA Approved: 4/15/2015)

This Memo has Expired

**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: Rudy Powell, Tom Byron, Bob Burleson, Jim Warren, Jim Musselman, Nick Finch,
Rafiq Darji

SUBJECT: PG 76-22 (ARB) SUPPLY ISSUES AND CHANGING TO PG 76-22 (PMA)

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 as such. For supply shortages occurring up to and including May 15, 2015, the Contractor will be allowed to substitute PG 76-22 (PMA) binder in lieu of PG 76-22 (ARB) binder provided that: 1) the paving operations of the friction course layer were previously identified as a critical path item and scheduled to begin on or before May 15, 2015, and 2) a credit be provided to the Department of \$10.00 per ton of mix. As an alternative to switching to PG 76-22 (PMA) or for friction course paving operations scheduled to begin after May 15, 2015, a non-compensable time extension shall be granted in accordance with Subarticle 8-7.3.2. No additional approval is required by the Central Office. Please note, after May 15, 2015, the Department will not allow a change to polymer modified binder except for engineering reasons as outlined below.

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.
- 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):

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 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 \$10.00 per ton.
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/gs