



Florida Department of Transportation

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JARED W. PERDUE, P.E.
SECRETARY

February 9, 2023

MATERIALS BULLETIN NO. 23-01

DCE MEMORANDUM NO. 23-01

(FHWA Approved: 1/24/23)

TO: DISTRICT CONSTRUCTION ENGINEERS
DISTRICT MATERIALS AND RESEARCH ENGINEERS

FROM: Sue Zheng, P.E., Director, Office of Materials
Tim Lattner, P.E., Director, Office of Construction

COPIES: Will Watts, Dan Hurtado, Ananth Prasad (FTBA), Mark Musselman (ACAF), Jose Ortiz (FHWA)

SUBJECT: **RETROACTIVE IMPLEMENTATION OF FY 2023-24 STANDARD SPECIFICATION 334**

DocuSigned by:
Xiabian Zheng
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Tim Lattner
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The Department has implemented revisions to the FY 2023-24 Standard Specifications, as listed below:

Section 334 – SUPERPAVE ASPHALT CONCRETE

Changes made in the FY 2023-24 Standard Specifications removed limiting the Composite Pay Factor (CPF) to a maximum of 1.00 if a contractor uses more than four mix designs per nominal maximum aggregate size per traffic level per binder grade per year.

This Memo allows the incorporation of the FY 2023-24 specification change into projects let before July 2023.

Revisions to the Specification Section listed above are attached.

If there are any questions, contact Richard Hewitt at (386) 943-5305 or Howie Moseley at (352) 955-2905.

This memorandum serves as blanket approval to process a \$0.00 contract change to incorporate any of the above referenced revisions and should be attached to the Work Order or Supplemental Agreement.

TL/SZ/RH

334-3.2.1 General: Design the asphalt mixture in accordance with AASHTO R 35, 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 all 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.

At no additional cost to the Department, for a Type SP mix the following Traffic Level substitutions are allowed:

Traffic Level E can be substituted for Traffic Level C.

Traffic Level C can be substituted for Traffic Level B.

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: - <https://www.fdot.gov/materials/laboratory/asphalt/index.shtm>.

When warm mix technologies are used, for mixtures containing a PG 52--28, PG 58--22, or PG 67--22 binder, a mixture will be considered a warm mix asphalt design if the mixing temperature is 285°F or less. For mixtures containing a PG 76--22 or High Polymer binder, a mixture will be considered a warm mix asphalt design if the mixing temperature is 305°F or less.

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.