ORIGINATION FORM
Proposed Revisions to the Specifications
(Please provide all information - incomplete forms will be returned)

Date: 5/9/23

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Article/Subarticle: 334-3.2.3.2

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Associated Section(s) Revisions:

Will the proposed revision require changes to the following Publications:

Publication	Yes	No	Office Staff Contacted	Date
Standard Plans Index	○	◉	Rick Jenkins/Joshua Turley	7/6/23
Traffic Engineering Manual	○	◉	Mariano Amicarelli	7/6/23
FDOT Design Manual	○	◉	DeWayne Carver	7/6/23
Construction Project Administration Manual	○	◉	Patrick Overton	7/6/23
Basis of Estimate/Pay Items	○	◉	Ryan Gray	7/6/23
Structures Design Guidelines	○	◉	Ben Goldsberry	7/6/23
Approved Product List	○	◉	Karen Byram	7/6/23
Materials Manual	○	◉	Susan Musselman/Brad Pearson	7/6/23
Maintenance Specs	○	◉	Deanna Hutchison	7/6/23

Will this revision necessitate any of the following:

Design Bulletin ☐ **Construction (DCE Memo)** ☐ **Estimates Bulletin** ☐ **Materials Bulletin** ☐

Have all references to internal and external publications in this Section been verified for accuracy? YES

Synopsis: Summarize the changes:

Now allows the use of a passing Asphalt Pavement Analyzer (APA) rutting test in lieu of a failing Fine Aggregate Angularity (FAA) test. This will be the contractor's option, not a mandate.

Justification: Why does the existing language need to be changed?

Industry has requested the option to perform a laboratory rutting test (APA) when a mixture has failing FAA test results, i.e., less than 45.0. Since the APA is an actual rutting performance test instead of an indicator test, such as the FAA, the Department welcomes this change.

Do the changes affect either of the following types of specifications (Hover over type to go to site.):

Special Provisions ☐ **Developmental Specifications** ☐

List Specifications Affected: (ex. SP3270301, Dev330TL, Dev334TL etc.)

Dev334-FRA, Dev334-475mix

Contact the State Specifications Office for assistance completing this form.

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1. Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

Yes, the changes inspire innovation by allowing a substitute rutting performance test in lieu of a failing Fine Aggregate Angularity volumetric test for asphalt mix designs.

2. What financial impact does the change have; project costs, pay item structure, or consultant fees?

No negative financial impact. The use of the APA may allow the use of more RAP, which will help

3. What impacts does the change have on production or construction schedules?

No negative impact on production or construction schedules.

4. How does this change improve efficiency or quality?

The changes allow a performance test to be used in lieu of a volumetric test, which may provide flexibility for the contractor with the use of certain materials.

5. Which FDOT offices does the change impact?

The State Materials Office.

6. What is the impact to districts with this change?

No negative impact to the Districts.

7. Does the change shift risk and to who?

The change does not shift risk.

8. Provide summary and resolution of any outstanding comments from the districts or industry.

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: https://www.fdot.gov/programmanagement/Specs.shtm

9. What is the communication plan?

Through the established specification revision process (e.g., Internal and Industry Review)

10. What is the schedule for implementation?

The Standard Specifications eBook and Workbook are effective July 1st every year.

SUPERPAVE ASPHALT CONCRETE.
(REV 7-26-23)

SUBARTICLE 334-3.2.3.2 is deleted and the following substituted:

334-3.2.3.2 Fine Aggregate Angularity: When tested in accordance with AASHTO T 304, Method A, meet the uncompacted void content of fine aggregate specified in AASHTO M 323. For Traffic Level C and E base and structural course mixtures, a fine aggregate angularity value less than 45.0 and greater than or equal to 42.0 is allowable provided testing parameters of AASHTO T 340-10 (2019) meet the following requirements:

1. Rutting tests are performed on two gyratory specimens compacted to N_{des} level of gyrations with a height of 115 ± 5 mm and a diameter of 150 mm.
2. The air void (V_a) content of each gyratory specimen after compacting to N_{des} shall be within the following range: $3.0 \leq V_a \leq 4.8$.
3. Rutting tests are performed at 64.0 C.
4. The average rut depth for two specimens shall not exceed 4.5 mm.