

Memorandum

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Be energy efficient!*

To: DEPUTY DISTRICT DIRECTORS, Construction
DEPUTY DIVISION CHIEFS, Structure Construction
CONSTRUCTION MANAGERS
SENIOR CONSTRUCTION ENGINEERS
RESIDENT ENGINEERS

Date: November 10, 2005

File: Division of Construction
CPD 05-10

**Original Signed by Jon Tapping
for**
From: ROBERT PIEPLOW
Chief
Division of Construction

Subject: Performance Graded Paving Asphalt

This directive addresses contracts that have a bid opening date prior to January 1, 2006. It provides the contractor with the option to replace contract specified Aged Residue (AR) binder with Performance Grade (PG) binder. California is joining the other 49 states by implementing the PG classification system for unmodified paving asphalts on January 1, 2006. The PG system uses rigorous grading specifications to produce consistent asphalt grades. The PG classification system is based on the asphalt binder's contribution to asphalt pavement distress (i.e. rutting, durability and low temperature cracking) for specific project climate conditions. The PG grading system allows for the selection of the PG binder grade best suited to a specific project's environment with the goal of minimized pavement distress.

Existing Procedure

Caltrans contract special provisions and Section 92, "Asphalts," of the *Standard Specifications* provide specifications for asphalt based on the AR classification system.

Transition Period Procedure

For contracts with a bid opening date prior to January 1, 2006, the contractor can continue to use the AR paving asphalt specified in the contract until the completion of the contract or the contractor can request to substitute a PG asphalt for the AR asphalt.

When the contractor requests to substitute the PG asphalt for the AR asphalt, the resident engineer must determine if the PG paving asphalt is appropriate for the project. The Division of Design provided guidelines, "Selection of Asphalt Binder Grade," that recommended PG asphalt grade based on climatic region (Attachment 1). Concurrence from the district materials engineer must be obtained for the change from AR asphalt to PG asphalt. A change from AR asphalt to PG asphalt will not be considered as a change in source, and no new mix-design will be required.

When substituting the PG asphalt for AR asphalt the contractor may request a new mix design or test strip, or both. Caltrans will verify the new mix design and allow for a new nuclear gage test strip, if requested, at no cost to the contractor.

There should be no cost or credit to the state for implementing the contractor initiated change order. A contract change order of this type will not require approval from the Division of Construction and may be processed in the district unless the change results in additional costs. If Caltrans determines that a different grade PG binder is needed from the PG binder that would have met the original contract, then additional costs could occur. Changes requested by the contractor that result in additional costs must receive the approval of the Division of Construction.

Prior approval for this no cost contract change order to substitute PG asphalt for AR asphalt was granted by Federal Highway Administration (FHWA) on October 4, 2005.

Prior to approval of a contractor's requested change from AR asphalt to PG asphalt, the following documents must be completed:

1. Form CEM-4903, "Contract Change Order Memorandum," (Attachment 2)
2. A contractor initiated Form CEM-4900, "Contract Change Order," (Attachment 3) that contains Amended Section 92, "Asphalts," of the *Standard Specifications*
3. FHWA Form CA-358(c), "Record of Blanket Prior Approval for Major Contract Change Order," (Attachment 4) signed by Jason Dietz, FHWA.

Contact Terrie Bressette, Chief, Office of Flexible Pavement at (916) 227-7303 with your questions about the implementation of PG classified binders

4 Attachments