Memorandum

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

Date: April 2, 2019

File: Division of Construction CPD 19-8

From: BOB FINNEY, Acting Chief
Division of Construction

Subject: HAMBURG WHEEL TRACK TEST FOR RUBBERIZED HOT MIX ASPHALT – GAP GRADED

This directive provides guidance to resident engineers on interim changes for rubberized hot mix asphalt – gap graded (RHMA-G) for both the Hamburg wheel track test method AASHTO T 324 (Modified) and standard specification Hamburg wheel track quality characteristic requirements, if contractors request a change order for an ongoing project.

A California Department of Transportation (Caltrans) Hot Mix Asphalt Branch Materials Report on multi-laboratory testing of a RHMA-G split sample found that AASHTO T 324 test results were highly variable. The Pavement and Materials Partnering Committee has formed a working group, comprised of industry representatives and Caltrans, to evaluate the AASHTO T 324 (Modified) test protocol and the specifications for Hamburg wheel track quality characteristics for RHMA-G. In the interim, Caltrans has developed a modified test procedure, specifications, and acceptance criteria for RHMA-G.

For RHMA-G contractors may request a change order to revise both test method AASHTO T 324 (Modified) and the Hamburg wheel track quality characteristic requirements:

- Report rut depth test results as the average of the deepest rut depth from the left and right wheels at the specified number of passes.
- Stripping Inflection Point test results are “Report Only” and are not to be used for RHMA-G mix verification or acceptance.
- Reduce the minimum number of passes for acceptance at 0.5-inch rut depth by 5,000 passes for each asphalt binder grade.

There should be no contract time extension for implementing the contractor-requested change order. Attached to this directive are a sample change order memorandum, sample change order, and a Federal Highway Administration (FHWA) blanket prior approval for RHMA-G interim changes to both Hamburg wheel track test method AASHTO T 324 (Modified) and standard specification Hamburg wheel track quality characteristic requirements. This directive serves as the delegation of authority from the

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”
Division of Construction and approval from FHWA for change orders implemented under its requirements.

If you have questions or comments regarding this directive, contact Ragu Thangavelautham, Division of Construction, at Raguparan.Thangavelautham@dot.ca.gov or (916) 227-5705.

Attachments:

1. Sample Form CEM-4903, “Change Order Memorandum”
2. Sample Form CEM-4900, “Change Order”
3. Revised Specification for Hamburg Wheel Track
4. FHWA Form CA-358 (c), “Record of Blanket Prior Approval for Major Contract Change Order”