

## Memorandum

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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

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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](mailto: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"