

Origination Form

Specifications

Name:	Ahmad Chami	Standard Specification Section:	337
Email:	ahmad.chami@dot.state.fl.us	Special Provision:	
Date:	2025-05-08T13:44:37Z	Associated Specs:	None

Summary:

1. Added new mix design requirements for FC-7. 2. Added references in various articles for FC-7. 3. Added new composite pay factor equation for FC-7.

Justification:

A new open-graded friction course has been developed (FC-7) that can be used in lieu of FC-5 on arterials. The mixture should have better durability as compared to FC-5, and less prone to raveling in suburban areas.

Do the changes affect other types of specifications?

Neither

List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual	Joshua Toole	Yes
Approved Product List		No
Construction Office		No
Maintenance Office		No
Materials Manual		No
Traffic Engineering Manual		No

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

Yes. The changes are related to the adoption of a new open-graded friction course which will be less prone to raveling and will enhance wet weather safety in suburban areas.

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

The financial impact is expected to be minimal. It is anticipated that this mixture will have a slightly higher asphalt content than FC-5 which will result in an increased cost of approximately \$2.00 per ton of mix.

What impact does the change have on production or construction schedules?

No impact on production or construction schedules.

How does this change improve efficiency or quality?

This type of open-graded friction course should have improve durability, which should lead to a longer life expectancy as compare to FC-5.

Which FDOT offices does the change impact?

Materials, Construction and Design.

What is the impact to districts with this change?

Minimal impact to the Districts.

Does the change shift risk and to who?

There are no risks associated with these changes.

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>

What is the communication plan?

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

What is the schedule for implementation?

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

ASPHALT CONCRETE FRICTION COURSES (REV 5-8-25)

Section 337 is deleted and the following substituted:

337-1 Description.

Construct an asphalt concrete friction course pavement with the type of mixture specified in the Contract Documents, or when offered as alternates, as selected. This Section specifies mixes designated as FC-5, **FC-7**, FC-9.5, and FC-12.5.

Obtain Superpave asphalt concrete friction course from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105. Producers must meet the plant and equipment requirements of Section 320, as modified herein. Meet the general construction requirements of Section 330, as modified herein.

337-2 Materials.

337-2.1 General Requirements: Meet the requirements specified in Division III as modified herein. The Engineer will base continuing approval of material sources on field performance. 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 is: <https://www.fdot.gov/materials/laboratory/asphalt/index.shtm>.

337-2.2 Asphalt Binder: Meet the requirements of Section 916, and any additional requirements or modifications specified herein for the various mixtures.

337-2.3 Coarse Aggregate: Meet the requirements of Section 901, and any additional requirements or modifications specified herein for the various mixtures.

337-2.4 Fine Aggregate: Meet the requirements of Section 902, and any additional requirements or modifications specified herein for the various mixtures.

337-2.5 Hydrated Lime: Meet the requirements of AASHTO M 303, Type 1. Provide certified test results for each shipment of hydrated lime indicating compliance with the specifications.

337-2.6 Liquid Anti-Strip Additive: Meet the requirements of 916-4 and be listed on the Department's Approved Product List (APL).

337-2.7 Fiber Stabilizing Additive (Required for FC-5 and FC-7 only): Use either a mineral or cellulose fiber stabilizing additive. Meet the following requirements:

337-2.7.1 Mineral Fibers: Use mineral fibers (made from virgin basalt, diabase, or slag) treated with a cationic sizing agent to enhance the disbursement of the fiber, as well as to increase adhesion of the fiber surface to the bitumen. Meet the following requirements for physical properties:

1. Size Analysis

Average fiber length: 0.25 inch (maximum)

Average fiber thickness: 0.0002 inch (maximum)

2. Shot Content (ASTM C612)

Percent passing No. 60 Sieve: 90 - 100

Percent passing No. 230 Sieve: 65 - 100

Provide certified test results for each batch of fiber material indicating compliance with the above tests.

337-2.7.2 Cellulose Fibers: Use cellulose fibers meeting the following requirements:

1. Fiber length: 0.25 inch (maximum)
 2. Sieve Analysis
 - a. Alpine Sieve Method
Percent passing No. 100 sieve: 60-80
 - b. Ro-Tap Sieve Method
Percent passing No. 20 sieve: 80-95
Percent passing No. 40 sieve: 45-85
Percent passing No. 100 sieve: 5-40
 3. Ash Content: 18% non-volatiles (plus or minus 5%)
 4. pH: 7.5 (plus or minus 1.0)
 5. Oil Absorption: 5.0% (plus or minus 1.0) (times fiber weight)
 6. Moisture Content: 5.0% by weight (maximum)
- Provide certified test results for each batch of fiber material indicating compliance with the above tests.

337-3 General Composition of Mixes.

337-3.1 General: Use a bituminous mixture composed of aggregate (coarse, fine, or a mixture thereof), asphalt binder, and in some cases, fibers and/or hydrated lime. Size, uniformly grade and combine the aggregate fractions in such proportions that the resulting mix meets the requirements of this Section.

337-3.2 Specific Component Requirements by Mix:

337-3.2.1 FC-5 and FC-7:

337-3.2.1.1 Aggregates: Use an aggregate blend which consists of either 100% Class A friction aggregate or 100% Class B and/or C aggregates in accordance with Table 337-1. Do not blend Class A aggregate with Class B or C aggregate for FC-5 and FC-7 mixtures.

A list of aggregates approved for use in friction course may be available on the Department's website. The URL for obtaining this information, if available, is: <https://mac.fdot.gov/>.

337-3.2.1.2 Asphalt Binder: Use an asphalt binder as called for in the Contract Documents meeting the requirements of Section 916. High polymer binder may be substituted in a mixture with PG 76-22 binder at no additional cost to the Department.

337-3.2.1.3 Hydrated Lime: Add hydrated lime at a dosage rate in accordance with Table 337-1.

337-3.2.1.4 Liquid Anti-Strip Additive: Use a liquid anti-strip additive at the approved dosage rate as indicated on the APL for all mixtures.

337-3.2.1.5 Fiber Stabilizing Additive: Add either mineral fibers at a dosage rate of 0.4% by weight of the total mix, or cellulose fibers at a dosage rate of 0.3% by weight of total mix.

337-3.2.2 FC-9.5 and FC-12.5:

337-3.2.2.1: Aggregates: Use an aggregate blend of approved friction course aggregates in accordance with Table 337-1. For classification A, up to 20% RAP may be used. For classifications B and C, up to 20% RAP and up to 20% of the remaining fine aggregate from other sources of aggregate not approved for friction courses may be used. Mixtures utilizing High Polymer (HP) binder are not allowed to contain RAP.

A list of aggregates approved for use in friction course may be available on the Department's website. The URL for obtaining this information, if available, is: <https://mac.fdot.gov/>.

337-3.2.2.2: Asphalt Binder: Use an asphalt binder as called for in the Contract Documents meeting the requirements of Section 916. High polymer binder may be substituted in a mixture with PG 76-22 binder at no additional cost to the Department.

Table 337-1 Friction Aggregate Classification			
Classification	Minimum percentage of approved friction course aggregates for FC-5 <u>and</u> FC-7 mixtures	Minimum percentage of approved friction course aggregates for FC-9.5 and FC-12.5 mixtures	Percentage of hydrated lime required in FC-5 <u>and</u> FC-7 mixtures
A	100	80	0
B	100	60	1.0
C	100	60	1.5

337-3.3 Grading Requirements:

337-3.3.1 FC-5 and FC-7: Use a mixture having a gradation at design within the ranges shown in Table 337-2.

Table 337-2 FC-5 Gradation Design Range									
3/4 inch	1/2 inch	3/8 inch	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
100	85-100	60-75	15-25	5-10	--	--	--	--	2-5
<u>FC-7 Gradation Design Range</u>									
<u>3/4 inch</u>	<u>1/2 inch</u>	<u>3/8 inch</u>	<u>No. 4</u>	<u>No. 8</u>	<u>No. 16</u>	<u>No. 30</u>	<u>No. 50</u>	<u>No. 100</u>	<u>No. 200</u>
<u>--</u>	<u>--</u>	<u>85-100</u>	<u>25-40</u>	<u>10-15</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>2-5</u>

337-3.3.2 FC-9.5: Meet the design gradation requirements for a SP-9.5 Superpave fine mix as defined in 334-3.2.2.

337-3.3.3 FC-12.5: Meet the design gradation requirements for a SP-12.5 Superpave fine mix as defined in 334-3.2.2.

337-4 Mix Design.

337-4.1 FC-5 and FC-7: The Department will design the FC-5 and FC-7 mixtures. Furnish the materials and all appropriate information (source, gradation, etc.) as specified in 334-3.2.7. The Department will have three weeks to design the mix.

The Department will establish the design binder content for FC-5 and FC-7 within the following ranges based on aggregate type:

Table 337-3 FC-5 <u>and</u> FC-7 Percent Binder Content	
Aggregate Classification	Percent Binder Content
A	6.5 - 8.0
B or C	6.0 - 7.5

337-4.2 FC-9.5 and FC-12.5: Provide a mix design conforming to the requirements of 334-3.2 unless otherwise designated in the plans. Where the plans call for an FC-12.5, an FC-9.5 may be substituted for the FC-12.5 at no additional cost provided the thickness requirements of 334-1.4.1 are met.

337-4.3 Revision of Mix Design: For FC-5, **FC-7**, FC-9.5, and FC-12.5, meet the requirements of 334-3.3. For FC-5 **and FC-7**, all revisions must fall within the gradation limits defined in Table 337-2.

337-5 Contractor’s Process Control.

Provide the necessary process control of the friction course mix and construction in accordance with the applicable provisions of 320-2, 330-2 and 334-4.

The Engineer will monitor the spread rate periodically to ensure uniform thickness. Perform quality control procedures for daily monitoring and control of spread rate variability. If the spread rate varies by more than 5% of the spread rate set by the Engineer in accordance with 337-8, immediately make all corrections necessary to bring the spread rate into the acceptable range.

337-6 Acceptance of the Mixture.

337-6.1 FC-9.5 and FC-12.5: Meet the requirements of 334-5.

337-6.2 FC-5 and FC-7: Meet the requirements of 334-5 with the following exceptions:

1. The mixture will be accepted with respect to gradation (P_{3/8}, P₄, and P₈), and asphalt binder content (P_b) only.
2. Testing in accordance with AASHTO T 312 and FM 1-T 209 (and conditioning prior to testing) will not be required as part of 334-5.1.1.
3. The standard LOT size of FC-5 **and FC-7** will be 2,000 tons, with each LOT subdivided into four equal sublots of 500 tons each.
4. The Between-Laboratory Precision Values described in Table 334-7 are modified to include (P_{3/8}, P₄, and P₈) with a maximum difference per FM 1-T 030 (Figure 2).
5. Table 334-6 (Master Production Range) is replaced by Table 337-4.
6. The mixture will be accepted on the roadway with respect to surface tolerance in accordance with 334-5.8. No density testing will be required for these mixtures.

Table 337-4 FC-5 and FC-7 Master Production Range	
Characteristic	Tolerance (1)
Asphalt Binder Content (%)	Target ± 0.60
Passing 3/8 inch Sieve (%)	Target ± 7.50
Passing No. 4 Sieve (%)	Target ± 6.00
Passing No. 8 Sieve (%)	Target ± 3.50
(1) Tolerances for sample size of n = 1 from the verified mix design	

337-6.2.1 Individual Test Tolerances for FC-5 and FC-7 Production:

Terminate the LOT if any of the following Quality Control (QC) failures occur:

1. An individual test result of a subplot for asphalt binder content does not meet the requirements of Table 337-4,

2. Two consecutive test results within the same LOT for gradation on any of the following sieve sizes (P-3/8, P-4, and P-8) do not meet the requirements of Table 337-4. The two consecutive failures must be on the same sieve.

When a LOT is terminated due to a QC failure, stop production of the mixture until the problem is resolved to the satisfaction of the QC Managers and/or Asphalt Plant Level II Technicians responsible for the decision to resume production after a QC failure, as identified in Section 105. In the event that it can be demonstrated that the problem can immediately be or already has been resolved, it will not be necessary to stop production. When a LOT is terminated, make all necessary changes to correct the problem. Do not resume production until appropriate corrections have been made. Inform the Engineer of the problem and corrections made to correct the problem. After resuming production, sample and test the material to verify that the changes have corrected the problem. Summarize this information and provide it to the Engineer prior to the end of the work shift when production resumes.

In the event that a QC failure is not addressed as defined above, the Engineer's approval will be required prior to resuming production after any future QC failures.

Address any material represented by a failing test result in accordance with 334-5.9.5. Any LOT terminated under this Subarticle will be limited to a maximum Pay Factor of 1.00 (as defined in 337-12.3) for each quality characteristic.

337-7 Special Construction Requirements.

337-7.1 Hot Storage of FC-5 and FC-7 Mixtures: When using surge or storage bins in the normal production of FC-5 and FC-7, do not leave mixtures containing mineral fibers in the surge or storage bin for more than one hour. Do not leave mixtures containing cellulose fibers in the surge or storage bin for more than 1-1/2 hours.

337-7.2 Longitudinal Grade Controls for Open-Graded Friction Courses: On FC-5 and FC-7, use either longitudinal grade control (skid, ski or traveling stringline) or a joint matcher.

337-7.3 Temperature Requirements for FC-5 and FC-7:

337-7.3.1 Air Temperature at Laydown: Meet the requirements of Table 330-1.

337-7.3.2 Temperature of the Mix: Heat and combine the asphalt binder and aggregate in a manner to produce a mix having a temperature, when discharged from the plant, meeting the requirements of 320-6.3. Meet all requirements of 330-6.1.3 at the roadway. The target mixing temperature shall be established by the Contractor. The target mixing temperature may be reduced when using warm mix technology.

337-7.4 Compaction of FC-5 and FC-7: Provide two, static steel-wheeled rollers, with an effective compactive weight in the range of 135 to 200 pounds per linear inch (PLI), determined as follows:

$$PLI = \frac{\text{Total Weight of Roller (pounds)}}{\text{Total Width of Drums (inches)}}$$

(Any variation of this equipment requirement must be approved by the Engineer.) Establish an appropriate rolling pattern for the pavement in order to effectively seat the mixture without crushing the aggregate. In the event that the roller begins to crush the aggregate, reduce the number of coverages or the PLI of the rollers. If the rollers continue to crush the aggregate, use a tandem steel-wheel roller weighing not more than 135 PLI of drum width.

337-7.5 Temperature Requirements for FC-9.5 and FC-12.5:

337-7.5.1 Air Temperature at Laydown: Meet the requirements of Table 330-1.

337-7.5.2 Temperature of the Mix: Heat and combine the asphalt binder and aggregate in a manner to produce a mix having a temperature, when discharged from the plant, meeting the requirements of 320-6.3. Meet all requirements of 330-6.1.3 at the roadway.

337-7.6 Prevention of Adhesion: To minimize adhesion to the drum during the rolling operations, the Contractor may add a small amount of liquid detergent to the water in the roller.

At intersections and in other areas where the pavement may be subjected to cross-traffic before it has cooled, spray the approaches with water to wet the tires of the approaching vehicles before they cross the pavement.

337-7.7 Transportation Requirements of Friction Course Mixtures: Cover all loads of friction course mixtures with a tarpaulin, or waterproof cover, meeting requirements of 320-7.

337-8 Thickness of Friction Courses.

337-8.1 FC-9.5 and FC-12.5: The thickness of the friction course layer will be the plan thickness as shown in the Contract Documents. For construction purposes, the plan thickness will be converted to spread rate as defined in 334-1.4.

Plan quantities are based on a G_{mm} of 2.540, corresponding to a spread rate of 110 lb/yd²-in. Pay quantities will be based on the actual maximum specific gravity of the mix being used.

337-8.2 FC-5 and FC-7: The total thickness of the FC-5 and FC-7 layer will be the plan thickness as shown in the Contract Documents. For construction purposes, the plan thickness will be converted to spread rate based on the combined aggregate bulk specific gravity of the asphalt mix being used as shown in the following equation:

$$\text{Spread rate (lb/yd}^2\text{)} = t \times G_{sb} \times 40.5$$

Where: t = Thickness (in.) (Plan thickness)

G_{sb} = Combined aggregate bulk specific gravity from the verified mix design

The weight of the mixture shall be determined as provided in 320-3.2.

Plan quantities are based on a G_{sb} of 2.635, corresponding to a spread rate of 80 pounds per square yard for a 3/4 inch layer. Pay quantities will be based on the actual combined aggregate bulk specific gravity (G_{sb}) of the mix being used.

337-9 Special Equipment Requirements for FC-5 and FC-7.

337-9.1 Fiber Supply System: Use a separate feed system to accurately proportion the required quantity of fibers into the mixture in such a manner that uniform distribution is obtained. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes. Control the proportion of fibers to within plus or minus 10% of the amount of fibers required. Provide flow indicators or sensing devices for the fiber system, interlocked with plant controls so that an alarm will be activated if introduction of the fiber fails. Stop production of the asphalt mixture and resume production once the fiber supply system is operating correctly.

When a batch plant is used, add the fiber to the aggregate in the weigh hopper or as approved and directed by the Engineer. Increase the batch dry mixing time by 8 to 12 seconds, or as directed by the Engineer, from the time the aggregate is completely emptied into the

pugmill. Ensure that the fibers are uniformly distributed prior to the addition of asphalt binder into the pugmill.

When a drum-mix plant is used, add and uniformly disperse the fiber with the aggregate prior to the addition of the asphalt binder. Add the fiber in such a manner that it will not become entrained in the exhaust system of the drier or plant.

337-9.2 Hydrated Lime Supply System: For FC-5 and FC-7 mixes containing Class B or C aggregate, use a separate feed system to accurately proportion the required quantity of hydrated lime into the mixture in such a manner that uniform coating of the aggregate is obtained prior to the addition of the asphalt binder. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant. Interlock the proportioning device with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes and to ensure that all mixture produced is properly treated with hydrated lime. Control the proportion of hydrated lime to within plus or minus 10% of the amount of hydrated lime required. Provide flow indicators or sensing devices for the hydrated lime system, interlocked with plant controls so that an alarm will be activated if introduction of the hydrated lime fails. Stop production of the asphalt mixture and resume production once the hydrated lime supply system is operating correctly. The addition of the hydrated lime to the aggregate may be accomplished by Method A or B as follows:

337-9.2.1 Method A - Dry Form: Add hydrated lime in a dry form to the mixture according to the type of asphalt plant being used.

When a batch plant is used, add the hydrated lime to the aggregate in the weigh hopper or as approved and directed by the Engineer. Increase the batch dry mixing time by eight to twelve seconds, or as directed by the Engineer, from the time the aggregate is completely emptied into the pugmill. Uniformly distribute the hydrated lime prior to the addition of asphalt binder into the pugmill.

When a drum-mix plant is used, add and uniformly disperse the hydrated lime to the aggregate prior to the addition of the asphalt binder. Add the hydrated lime in such a manner that it will not become entrained in the exhaust system of the drier or plant.

337-9.2.2 Method B - Hydrated Lime/Water Slurry: Add the required quantity of hydrated lime (based on dry weight) in a hydrated lime/water slurry form to the aggregate. Provide a solution consisting of hydrated lime and water in concentrations as directed by the Engineer. Use a plant equipped to blend and maintain the hydrated lime in suspension and to mix it with the aggregates uniformly in the proportions specified.

337-9.3 Hydrated Lime Pretreatment: For FC-5 and FC-7 mixes containing Class B or C aggregate, as an alternative to 337-9.2, pretreat the aggregate with hydrated lime prior to incorporating the aggregate into the mixture. Use a feed system to accurately proportion the aggregate and required quantity of hydrated lime and mix them in such a manner that uniform coating of the aggregate is obtained. Control the proportion of hydrated lime to within plus or minus 10% of the amount required. Aggregate pretreated with hydrated lime in this manner shall be incorporated into the asphalt mixture within 45 days of pretreatment.

337-9.3.1 Hydrated Lime Pretreatment Methods: Pretreat the aggregate using one of the following two methods:

Pretreatment Method A - Dry Form: Add the required quantity of hydrated lime in a dry form to the aggregate. Assure that the aggregate at the time of pretreatment contains a minimum of 3% moisture over saturated surface dry (SSD) conditions. Utilize equipment to

accurately proportion the aggregate and hydrated lime and mix them in such a manner as to provide a uniform coating.

Pretreatment Method B - Hydrated Lime/Water Slurry: Add the required quantity of hydrated lime (based on dry weight) in a hydrated lime/water slurry form to the aggregate. Provide a solution consisting of hydrated lime and water in a concentration to provide effective treatment. Use equipment to blend and maintain the hydrated lime in suspension, to accurately proportion the aggregate and hydrated lime/water slurry, and to mix them to provide a uniform coating.

337-9.3.2 Blending QC Records: Maintain adequate QC records for the Engineer's review for all pretreatment activities. Include as a minimum the following information (for each batch or day's run of pretreatment): pretreatment date, aggregate certification information, certified test results for the hydrated lime, aggregate moisture content prior to blending, as-blended quantities of aggregate and hydrated lime, project number, customer name, and shipping date.

337-9.3.3 Certification: In addition to the aggregate certification, provide a certification with each load of material delivered to the hot mix asphalt plant, that the material has been pretreated in conformance with these specifications. Include also the date the material was pretreated.

337-10 Failing Material.

Meet the requirements of 334-5.9. For FC-5 and FC-7, use the Master Production Range defined in Table 337-4 in lieu of Table 334-6.

337-11 Method of Measurement.

For the work specified under this Section (including the pertinent provisions of Sections 320 and 330), the quantity to be paid for will be the weight of the mixture, in tons. For each pay item, the pay quantity will be based on the quantity placed on the project, limited to 110% of the adjusted plan quantity for the pay item. For dense-graded mixes, the adjusted plan quantity will be determined by dividing the pay item's original plan quantity (including any Engineer approved quantity revisions) by the design G_{mm} stated in 334-1.4, then multiplying it by the tonnage-weighted average G_{mm} of the mixes used for the pay item. For open graded mixes, the adjusted plan quantity will be determined by dividing the pay item's original plan quantity (including any Engineer approved quantity revisions) by the design G_{sb} stated in 337-8.2, then multiplying it by the tonnage-weighted average G_{sb} of the mixes used for the pay item.

The bid price for the asphalt mix will include the cost of the asphalt binder (asphalt rubber (or polymer), asphalt cement, ground tire rubber, anti-stripping additive, blending and handling) and the tack coat application as directed in 300-8, as well as fiber stabilizing additive and hydrated lime (if required). There will be no separate payment or unit price adjustment for the asphalt binder material in the asphalt mix. The weight will be determined as provided in 320-3.2 (including the provisions for the automatic recordation system).

Prepare and submit a Certification of Quantities to the Engineer in accordance with 9-2.1.2.

337-12 Basis of Payment.

337-12.1 General: Price and payment will be full compensation for all the work specified under this Section (including the applicable requirements of Sections 320 and 330).

Based upon the quality of the material, a pay adjustment will be applied to the bid price of the material as determined on a LOT by LOT basis. The pay adjustment will be assessed by calculating a Pay Factor for individual quality characteristics. The pay adjustment will be computed by multiplying a Composite Pay Factor for the LOT by the bid price per ton.

337-12.2 FC-9.5 and FC-12.5: Meet the requirements of 334-8.

337-12.3 FC-5 and FC-7: Meet the requirements of 334-8 with the following exceptions:

1. Pay factors will be calculated for asphalt binder content and the percentages passing the 3/8 inch, the No. 4, and the No. 8 sieves only.

2. Table 337-5 replaces Table 334-8.

3. Table 337-6 replaces Table 334-9.

4. **For FC-5, t**he Composite Pay Factor equation in 334-8.3 is replaced with the following:

$$\text{CPF} = [(0.20 \times \text{PF } 3/8 \text{ inch}) + (0.30 \times \text{PF No. 4}) + (0.10 \times \text{PF No. 8}) + (0.40 \times \text{PF AC})]$$

5. For FC-7, the Composite Pay Factor equation in 334-8.3 is replaced with the following:

$$\text{CPF} = [(0.10 \times \text{PF } 3/8 \text{ inch}) + (0.30 \times \text{PF No. 4}) + (0.15 \times \text{PF No. 8}) + (0.45 \times \text{PF AC})]$$

Table 337-5 and FC-7 Small Quantity Pay Table for FC-5		
Pay Factor	1-Test Deviation	2-Test Average Deviation
Asphalt Binder Content (%)		
1.05	0.00-0.25	0.00-0.18
1.00	0.26-0.50	0.19-0.35
0.90	0.51-0.60	0.36-0.42
0.80	>0.60	>0.42
3/8 inch Sieve (%)		
1.05	0.00-3.25	0.00-2.30
1.00	3.26-6.50	2.31-4.60
0.90	6.51-7.50	4.61-5.30
0.80	>7.50	>5.30
No. 4 Sieve (%)		
1.05	0.00-2.50	0.00-1.77
1.00	2.51-5.00	1.78-3.54
0.90	5.01-6.00	3.55-4.24
0.80	>6.00	>4.24
No. 8 Sieve (%)		
1.05	0.00-1.50	0.00-1.06
1.00	1.51-3.00	1.07-2.12
0.90	3.01-3.50	2.13-2.47
0.80	>3.50	>2.47

Table 337-6
Specification Limits for FC-5 and FC-7

Quality Characteristic	Specification Limits
Asphalt Binder Content (%)	Target \pm 0.45
Passing 3/8 inch sieve (%)	Target \pm 6.00
Passing No. 4 sieve (%)	Target \pm 4.50
Passing No. 8 sieve (%)	Target \pm 2.50

337-12.4 Payment: Payment will be made under:

Item No. 337- 7- Asphaltic Concrete Friction Course - per ton.