

SPECIFICATIONS AND BID ITEMS  
FOR THE  
**CONSTRUCTION OF EAST COUNTY ROAD 120 & FM  
715**  
TURN LANE ADDITION

COUNTY JUDGE

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COUNTY COMMISSIONERS

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PREPARED BY



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**PART A**

STANDARD SPECIFICATIONS

## Item 100

### Preparing Right of Way



#### 1. DESCRIPTION

Prepare the right of way and designated easements for construction operations by removing and disposing of all obstructions when removal of such obstructions is not specifically shown on the plans to be paid by other Items.

#### 2. CONSTRUCTION

Protect designated features on the right of way and prune trees and shrubs as directed. Do not park equipment, service equipment, store materials, or disturb the root area under the branches of trees designated for preservation. Treat cuts on trees with an approved tree wound dressing within 20 min. of making a pruning cut or otherwise causing damage to the tree when shown on the plans. Follow all local and state regulations when burning. Pile and burn brush at approved locations as directed. Coordinate work with state and federal authorities when working in state or national forests or parks. Test, remove, and dispose of hazardous materials in accordance with Article 6.10., "Hazardous Materials."

Clear areas shown on the plans of all obstructions, except those landscape features that are to be preserved. Such obstructions include remains of houses and other structures, foundations, floor slabs, concrete, brick, lumber, plaster, septic tank drain fields, basements, abandoned utility pipes or conduits, equipment, fences, retaining walls, and other items as specified on the plans. Remove vegetation and other landscape features not designated for preservation, curb and gutter, driveways, paved parking areas, miscellaneous stone, sidewalks, drainage structures, manholes, inlets, abandoned railroad tracks, scrap iron, and debris, whether above or below ground. Removal of live utility facilities is not included in this Item. Remove culverts, storm sewers, manholes, and inlets in proper sequence to maintain traffic and drainage.

Notify the Engineer in writing when items not shown on the plans and not reasonably detectable (buried with no obvious indication of presence) are encountered and required to be removed. These items will be handled in accordance with Article 4.5., "Differing Site Conditions."

Remove obstructions not designated for preservation to 2 ft. below natural ground in areas receiving embankment. Remove obstructions to 2 ft. below the excavation level in areas to be excavated. Remove obstructions to 1 ft. below natural ground in all other areas. Cut trees and stumps off to ground level when allowed by the plans or directed. Plug the remaining ends of abandoned underground structures over 3 in. in diameter with concrete to form a tight closure. Backfill, compact, and restore areas where obstructions have been removed unless otherwise directed. Use approved material for backfilling. Dispose of wells in accordance with Item 103, "Disposal of Wells."

Accept ownership, unless otherwise directed, and dispose of removed materials and debris at locations off the right of way in accordance with local, state, and federal requirements.

#### 3. MEASUREMENT

This Item will be measured by the acre; by the 100-ft. station, regardless of the width of the right of way; or by each tree removed.

#### 4. PAYMENT

For "acre" and "station" measurement, the work performed in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Preparing Right of Way." For "each"

measurement, the work performed in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Preparing Right of Way (Tree)" of the diameter specified. This price is full compensation for pruning of designated trees and shrubs; removal and disposal of structures and obstructions; backfilling of holes; furnishing and placing concrete for plugs; and equipment, labor, tools, and incidentals.

Total payment of this Item will not exceed 10% of the original contract amount until final acceptance. The remainder will be paid on the estimate after the final acceptance under Article 5.12., "Final Acceptance."

# Item 216

## Proof Rolling




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### 1. DESCRIPTION

Proof-roll earthwork, base, or both to locate unstable areas.

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### 2. EQUIPMENT

- 2.1. **Specified Equipment.** Furnish rollers that weigh at least 25 tons when loaded. The maximum acceptable load is 50 tons. Provide rollers that meet the requirements of Section 210.2.4., "Pneumatic Tire Rollers."
- 2.2. **Alternative Equipment.** The Contractor may use alternate compaction equipment that produces results equivalent to the specified equipment in the same period of time as approved. Discontinue the use of the alternative equipment and furnish the specified equipment if the desired results are not achieved.

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### 3. CONSTRUCTION

Perform proof rolling as directed. Adjust the load and tire inflation pressures within the range of the manufacturer's charts or tabulations, as directed. Make at least 2 coverages with the proof roller. Offset each trip of the roller by at most one tire width. Operate rollers at a speed between 2 and 6 mph, as directed. Correct unstable or nonuniform areas, if found, in accordance with the applicable Item.

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### 4. MEASUREMENT

Rolling will be measured by the hour operated on surfaces being tested.

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### 5. PAYMENT

The work performed and equipment furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Proof Rolling." This price is full compensation for furnishing and operating equipment and for labor, materials, tools, and incidentals.

# Item 247

## Flexible Base



### 1. DESCRIPTION

Construct a foundation course composed of flexible base.

### 2. MATERIALS

Furnish uncontaminated materials of uniform quality that meet the requirements of the plans and specifications. Notify the Engineer of the proposed material sources and of changes to material sources. The Engineer may sample and test project materials at any time before compaction throughout the duration of the project to assure specification compliance. Use Tex-100-E material definitions.

- 2.1. **Aggregate.** Furnish aggregate of the type and grade shown on the plans and meeting the requirements of Table 1. Each source must meet Table 1 requirements for liquid limit, plasticity index, and wet ball mill for the grade specified. Do not use additives, such as but not limited to lime, cement, or fly ash to modify aggregates to meet the requirements of Table 1 unless shown on the plans.

**Table 1**  
**Material Requirements**

Property	Test Method	Grade 1-2	Grade 3	Grade 4 <sup>2</sup>	Grade 5
Master gradation sieve size (cumulative % retained)	Tex-110-E			As shown on the plans	
2-1/2"		0	0		0
1-3/4"		0-10	0-10		0-5
7/8"		10-35	-		10-35
3/8"		30-65	-		35-65
#4		45-75	45-75		45-75
#40	65-90	50-85	70-90		
Liquid Limit, % Max	Tex-104-E	40	40	As shown on the plans	35
Plasticity Index, Max <sup>1</sup>	Tex-106-E	10	12	As shown on the plans	10
Plasticity index, Min <sup>1</sup>		As shown on the plans			
Wet ball mill, % Max	Tex-116-E	40	-	As shown on the plans	40
Wet ball mill, % Max increase passing the #40 sieve		20	-	As shown on the plans	20
Min compressive strength, psi	Tex-117-E			As shown on the plans	
lateral pressure 0 psi		35	-		-
lateral pressure 3 psi		-	-		90
lateral pressure 15 psi		175	-		175

- Determine plastic index in accordance with Tex-107-E (linear shrinkage) when liquid limit is unattainable as defined in Tex-104-E.
- Grade 4 may be further designated as Grade 4A, Grade 4B, etc.

- 2.1.1. **Material Tolerances.** The Engineer may accept material if no more than 1 of the 5 most recent gradation tests has an individual sieve outside the specified limits of the gradation.

When target grading is required by the plans, no single failing test may exceed the master grading by more than 5 percentage points on sieves No. 4 and larger or 3 percentage points on sieves smaller than No. 4.

The Engineer may accept material if no more than 1 of the 5 most recent plasticity index tests is outside the specified limit. No single failing test may exceed the allowable limit by more than 2 points.

- 2.1.2. **Material Types.** Do not use fillers or binders unless approved. Furnish the type specified on the plans in accordance with the following:
- 2.1.2.1. **Type A.** Crushed stone produced and graded from oversize quarried aggregate that originates from a single, naturally occurring source. Do not use gravel or multiple sources.
- 2.1.2.2. **Type B.** Crushed or uncrushed gravel. Blending of 2 or more sources is allowed.
- 2.1.2.3. **Type C.** Crushed gravel with a minimum of 60% of the particles retained on a No. 4 sieve with 2 or more crushed faces as determined by Tex-460-A, Part I. Blending of 2 or more sources is allowed.
- 2.1.2.4. **Type D.** Type A material or crushed concrete. Crushed concrete containing gravel will be considered Type D material. Crushed concrete must meet the requirements in Section 247.2.1.3.2., "Recycled Material (Including Crushed Concrete) Requirements," and be managed in a way to provide for uniform quality. The Engineer may require separate dedicated stockpiles in order to verify compliance.
- 2.1.2.5. **Type E.** Caliche, iron ore or as otherwise shown on the plans.
- 2.1.3. **Recycled Material.** Recycled asphalt pavement (RAP) and other recycled materials may be used when shown on the plans. Request approval to blend 2 or more sources of recycled materials.
- 2.1.3.1. **Limits on Percentage.** Do not exceed 20% RAP by weight, when RAP is allowed, unless otherwise shown on the plans. The percentage limitations for other recycled materials will be as shown on the plans.
- 2.1.3.2. **Recycled Material (Including Crushed Concrete) Requirements.**
- 2.1.3.2.1. **Contractor-Furnished Recycled Materials.** Provide recycled materials that have a maximum sulfate content of 3,000 ppm when tested in accordance with Tex-145-E. When the Contractor furnishes the recycled materials, including crushed concrete, the final product will be subject to the requirements of Table 1 for the grade specified. Certify compliance with DMS-11000, "Evaluating and Using Nonhazardous Recyclable Materials Guidelines," for Contractor furnished recycled materials. In addition, recycled materials must be free from reinforcing steel and other objectionable material and have at most 1.5% deleterious material when tested in accordance with Tex-413-A. For RAP, do not exceed a maximum percent loss from decantation of 5.0% when tested in accordance with Tex-406-A. Test RAP without removing the asphalt.
- 2.1.3.2.2. **Department-Furnished Required Recycled Materials.** When the Department furnishes and requires the use of recycled materials, unless otherwise shown on the plans:
- Department-required recycled material will not be subject to the requirements in Table 1,
  - Contractor-furnished materials are subject to the requirements in Table 1 and this Item,
  - the final product, blended, will be subject to the requirements in Table 1, and
  - for final product, unblended (100% Department-furnished required recycled material), the liquid limit, plasticity index, wet ball mill, and compressive strength is waived.
- Crush Department-furnished RAP so that 100% passes the 2 in. sieve. The Contractor is responsible for uniformly blending to meet the percentage required.
- 2.1.3.2.3. **Department-Furnished and Allowed Recycled Materials.** When the Department furnishes and allows the use of recycled materials or allows the Contractor to furnish recycled materials, the final blended product is subject to the requirements of Table 1 and the plans.
- 2.1.3.3. **Recycled Material Sources.** Department-owned recycled material is available to the Contractor only when shown on the plans. Return unused Department-owned recycled materials to the Department stockpile location designated by the Engineer unless otherwise shown on the plans.

The use of Contractor-owned recycled materials is allowed when shown on the plans. Contractor-owned surplus recycled materials remain the property of the Contractor. Remove Contractor-owned recycled materials from the project and dispose of them in accordance with federal, state, and local regulations before project acceptance. Do not intermingle Contractor-owned recycled material with Department-owned recycled material unless approved.

- 2.2. **Water.** Furnish water free of industrial wastes and other objectionable matter.
- 2.3. **Material Sources.** Expose the vertical faces of all strata of material proposed for use when non-commercial sources are used. Secure and process the material by successive vertical cuts extending through all exposed strata, when directed.

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### 3. EQUIPMENT

Provide machinery, tools, and equipment necessary for proper execution of the work.

- 3.1. Provide rollers in accordance with Item 210, "Rolling." Provide proof rollers in accordance with Item 216, "Proof Rolling," when required.
- 3.2. When ride quality measurement is required, provide a high speed or lightweight inertial profiler certified at the Texas A&M Transportation Institute. Provide equipment certification documentation. Display a current decal on the equipment indicating the certification expiration date.

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### 4. CONSTRUCTION

Construct each layer uniformly, free of loose or segregated areas, and with the required density and moisture content. Provide a smooth surface that conforms to the typical sections, lines, and grades shown on the plans or as directed.

Stockpile base material temporarily at an approved location before delivery to the roadway. Build stockpiles in layers no greater than 2 ft. thick. Stockpiles must have a total height between 10 and 16 ft. unless otherwise shown on the plans. After construction and acceptance of the stockpile, loading from the stockpile for delivery is allowed. Load by making successive vertical cuts through the entire depth of the stockpile.

Do not add or remove material from temporary stockpiles that require sampling and testing before delivery unless otherwise approved. Charges for additional sampling and testing required as a result of adding or removing material will be deducted from the Contractor's estimates.

Haul approved flexible base in clean trucks. Deliver the required quantity to each 100-ft. station or designated stockpile site as shown on the plans. Prepare stockpile sites as directed. When delivery is to the 100-ft. station, manipulate in accordance with the applicable Items.

- 4.1. **Preparation of Subgrade or Existing Base.** Remove or scarify existing asphalt concrete pavement in accordance with Item 105, "Removing Treated and Untreated Base and Asphalt Pavement," when shown on the plans or as directed. Shape the subgrade or existing base to conform to the typical sections shown on the plans or as directed.

When new base is required to be mixed with existing base, deliver, place, and spread the new flexible base in the required amount per station. Manipulate and thoroughly mix the new base with existing material to provide a uniform mixture to the specified depth before shaping.

Proof roll the roadbed in accordance with Item 216, "Proof Rolling," before pulverizing or scarifying when shown on the plans or directed. Correct soft spots as directed.

- 4.2. **Placing.** Spread and shape flexible base into a uniform layer with an approved spreader the same day as delivered unless otherwise approved. Construct layers to the thickness shown on the plans. Maintain the

shape of the course. Control dust by sprinkling, as directed. Correct or replace segregated areas as directed, at no additional expense to the Department.

Place successive base courses and finish courses using the same construction methods required for the first course.

- 4.3. **Compaction.** Compact using density control unless otherwise shown on the plans. Multiple lifts are permitted when shown on the plans or approved. Bring each layer to the moisture content directed. When necessary, sprinkle the material in accordance with Item 204, "Sprinkling."
- Begin rolling longitudinally at the sides and proceed towards the center, overlapping on successive trips by at least 1/2 the width of the roller unit. Begin rolling at the low side and progress toward the high side on superelevated curves. Offset alternate trips of the roller. Operate rollers at a speed between 2 and 6 mph as directed.
- Rework, recompact, and refinish material that fails to meet or that loses required moisture, density, stability, or finish requirements before the next course is placed or the project is accepted. Continue work until specification requirements are met. Perform the work at no additional expense to the Department.
- Before final acceptance, the Engineer will select the locations of tests and measure the flexible base depth in accordance with Tex-140-E. Correct areas deficient by more than 1/2 in. in thickness by scarifying, adding material as required, reshaping, recompacting, and refinishing at the Contractor's expense.
- 4.3.1. **Ordinary Compaction.** Roll with approved compaction equipment as directed. Correct irregularities, depressions, and weak spots immediately by scarifying the areas affected, adding or removing approved material as required, reshaping, and recompacting.
- 4.3.2. **Density Control.** Compact to at least 100% of the maximum dry density determined by Tex-113-E, unless otherwise shown on the plans. Maintain moisture during compaction within  $\pm 2$  percentage points of the optimum moisture content as determined by Tex-113-E. Measure the moisture content of the material in accordance with Tex-115-E or Tex-103-E during compaction daily and report the results the same day to the Engineer, unless otherwise shown on the plans or directed. Do not achieve density by drying the material after compaction.
- The Engineer will determine roadway density and moisture content of completed sections in accordance with Tex-115-E. The Engineer may accept the section if no more than 1 of the 5 most recent density tests is below the specified density and the failing test is no more than 3 pcf below the specified density.
- 4.4. **Finishing.** After completing compaction, clip, skin, or tight-blade the surface with a maintainer or subgrade trimmer to a depth of approximately 1/4 in. Remove loosened material and dispose of it at an approved location. Seal the clipped surface immediately by rolling with a pneumatic tire roller until a smooth surface is attained. Add small increments of water as needed during rolling. Shape and maintain the course and surface in conformity with the typical sections, lines, and grades as shown on the plans or as directed.
- Correct grade deviations greater than 1/4 in. in 16 feet measured longitudinally or greater than 1/4 in. over the entire width of the cross-section in areas where surfacing is to be placed. Correct by loosening and adding, or removing material. Reshape and re-compact in accordance with Section 247.4.3., "Compaction."
- 4.5. **Curing.** Cure the finished section until the moisture content is at least 2 percentage points below optimum or as directed before applying the next successive course or prime coat.
- 4.6. **Ride Quality.** This section applies to the final travel lanes that receive a 1 or 2 course surface treatment for the final surface, unless otherwise shown on the plans. Measure ride quality of the base course after placement of the prime coat and before placement of the surface treatment, unless otherwise approved. Use a certified profiler operator from the Department's MPL. When requested, furnish the Engineer documentation for the person certified to operate the profiler.

Provide all profile measurements to the Engineer in electronic data files within 3 days after placement of the prime coat using the format specified in Tex-1001-S. The Engineer will use Department software to evaluate longitudinal profiles to determine areas requiring corrective action. Correct 0.1-mi.sections having an average international roughness index (IRI) value greater than 100.0 in. per mile to an IRI value of 100.0 in. per mile or less for each wheelpath, unless otherwise shown on the plans.

Re-profile and correct sections that fail to maintain ride quality until placement of the next course, as directed. Correct re-profiled sections until specification requirements are met, as approved. Perform this work at no additional expense to the Department.

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## 5. MEASUREMENT

Flexible base will be measured as follows:

- **Flexible Base (Complete In Place).** The ton, square yard, or any cubic yard method.
- **Flexible Base (Roadway Delivery).** The ton or any cubic yard method.
- **Flexible Base (Stockpile Delivery).** The ton, cubic yard in vehicle, or cubic yard in stockpile.

Measurement by the cubic yard in final position and square yard is a plans quantity measurement. The quantity to be paid for is the quantity shown in the proposal unless modified by Article 9.2., "Plans Quantity Measurement." Additional measurements or calculations will be made if adjustments of quantities are required.

Measurement is further defined for payment as follows.

- 5.1. **Cubic Yard in Vehicle.** By the cubic yard in vehicles of uniform capacity at the point of delivery.
- 5.2. **Cubic Yard in Stockpile.** By the cubic yard in the final stockpile position by the method of average end areas.
- 5.3. **Cubic Yard in Final Position.** By the cubic yard in the completed and accepted final position. The volume of base course is computed in place by the method of average end areas between the original subgrade or existing base surfaces and the lines, grades, and slopes of the accepted base course as shown on the plans.
- 5.4. **Square Yard.** By the square yard of surface area in the completed and accepted final position. The surface area of the base course is based on the width of flexible base as shown on the plans.
- 5.5. **Ton.** By the ton of dry weight in vehicles as delivered. The dry weight is determined by deducting the weight of the moisture in the material at the time of weighing from the gross weight of the material. The Engineer will determine the moisture content in the material in accordance with Tex-103-E from samples taken at the time of weighing.

When material is measured in trucks, the weight of the material will be determined on certified scales, or the Contractor must provide a set of standard platform truck scales at a location approved by the Engineer. Scales must conform to the requirements of Item 520, "Weighing and Measuring Equipment."

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## 6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for the types of work shown below. No additional payment will be made for thickness or width exceeding that shown on the typical section or provided on the plans for cubic yard in the final position or square yard measurement.

Sprinkling and rolling, except proof rolling, will not be paid for directly but will be subsidiary to this Item unless otherwise shown on the plans. When proof rolling is shown on the plans or directed, it will be paid for in accordance with Item 216, "Proof Rolling."

Where subgrade is constructed under this Contract, correction of soft spots in the subgrade will be at the Contractor's expense. Where subgrade is not constructed under this Contract, correction of soft spots in the subgrade will be paid in accordance with pertinent Items or Article 4.4., "Changes in the Work."

- 6.1. **Flexible Base (Complete In Place).** Payment will be made for the type and grade specified. For cubic yard measurement, "In Vehicle," "In Stockpile," or "In Final Position" will be specified. For square yard measurement, a depth will be specified. This price is full compensation for furnishing materials, temporary stockpiling, assistance provided in stockpile sampling and operations to level stockpiles for measurement, loading, hauling, delivery of materials, spreading, blading, mixing, shaping, placing, compacting, reworking, finishing, correcting locations where thickness is deficient, curing, furnishing scales and labor for weighing and measuring, and equipment, labor, tools, and incidentals.
- 6.2. **Flexible Base (Roadway Delivery).** Payment will be made for the type and grade specified. For cubic yard measurement, "In Vehicle," "In Stockpile," or "In Final Position" will be specified. The unit price bid will not include processing at the roadway. This price is full compensation for furnishing materials, temporary stockpiling, assistance provided in stockpile sampling and operations to level stockpiles for measurement, loading, hauling, delivery of materials, furnishing scales and labor for weighing and measuring, and equipment, labor, tools, and incidentals.
- 6.3. **Flexible Base (Stockpile Delivery).** Payment will be made for the type and grade specified. For cubic yard measurement, "In Vehicle" or "In Stockpile" will be specified. The unit price bid will not include processing at the roadway. This price is full compensation for furnishing and disposing of materials, preparing the stockpile area, temporary or permanent stockpiling, assistance provided in stockpile sampling and operations to level stockpiles for measurement, loading, hauling, delivery of materials to the stockpile, furnishing scales and labor for weighing and measuring, and equipment, labor, tools, and incidentals.

# Item 300

## Asphalts, Oils, and Emulsions



### 1. DESCRIPTION

Provide asphalt cements, cutback and emulsified asphalts, performance-graded asphalt binders, and other miscellaneous asphalt materials as specified on the plans.

### 2. MATERIALS

Provide asphalt materials that meet the stated requirements when tested in accordance with the referenced Department, AASHTO, and ASTM test methods. Provide asphalt materials that have been preapproved for use by the Construction Division in accordance with Tex-545-C, "Asphalt Binder Quality Program," unless otherwise shown on the plans.

Acronyms used in this Item are defined in Table 1.

**Table 1**  
**Acronyms**

Acronym	Definition
Test Procedure Designations	
Tex T or R D	Department AASHTO ASTM
Polymer Modifier Designations	
P SBR or L SBS TR	polymer-modified styrene-butadiene rubber (latex) styrene-butadiene-styrene block co-polymer tire rubber (from ambient temperature grinding of truck and passenger tires)
AC	asphalt cement
AE	asphalt emulsion
AE-P	asphalt emulsion prime
A-R	asphalt-rubber
C	cationic
EAP&T	emulsified asphalt prime and tack
H-suffix	harder residue (lower penetration)
HF	high float
MC	medium-curing
MS	medium-setting
PCE	prime, cure, and erosion control
PG	performance grade
RC	rapid-curing
RS	rapid-setting
S-suffix	stockpile usage
SCM	special cutback material
SS	slow-setting

- 2.1. **Asphalt Cement.** Provide asphalt cement that is homogeneous, water-free, and nonfoaming when heated to 347°F, and meets the requirements in Table 2.

**Table 2**  
**Asphalt Cement**

Property	Test Procedure	Viscosity Grade									
		AC-0.6		AC-1.5		AC-3		AC-5		AC-10	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity 140°F, poise 275°F, poise	T 202	40 0.4	80 -	100 0.7	200 -	250 1.1	350 -	400 1.4	600 -	800 1.9	1,200 -
Penetration, 77°F, 100g, 5 sec.	T 49	350	-	250	-	210	-	135	-	85	-
Flash point, C.O.C., °F	T 48	425	-	425	-	425	-	425	-	450	-
Solubility in trichloroethylene, %	T 44	99.0	-	99.0	-	99.0	-	99.0	-	99.0	-
Spot test	Tex-509-C	Neg.		Neg.		Neg.		Neg.		Neg.	
Tests on residue from Thin-Film Oven Test: Viscosity, 140°F, poise Ductility, <sup>1</sup> 77°F 5 cm/min., cm	T 179 T 202 T 51	- 100	180 -	- 100	450 -	- 100	900 -	- 100	1,500 -	- 100	3,000 -

1. If AC-0.6 or AC-1.5 ductility at 77°F is less than 100 cm, material is acceptable if ductility at 60°F is more than 100 cm.

- 2.2. **Polymer-Modified Asphalt Cement.** Provide polymer-modified asphalt cement that is smooth, homogeneous, and meets the requirements of Table 3. Supply samples of the base asphalt cement and polymer additives if requested.

**Table 3**  
**Polymer-Modified Asphalt Cement**

Property	Test Procedure	Polymer-Modified Viscosity Grade											
		AC-5 w/2% SBR		AC-10 w/2% SBR		AC-15P		AC-20XP		AC-10-2TR		AC-20-5TR	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Polymer		SBR		SBR		SBS		SBS		TR		TR	
Polymer content, % (solids basis)	Tex-533-C	2.0	-	2.0	-	3.0	-	-	-	2.0	-	5.0	-
Dynamic shear, G*/sin δ, 64°C, 10 rad/s, kPa	T 315	-	-	-	-	-	-	1.0	-	-	-	1.0	-
Dynamic shear, G*/sin δ, 58°C, 10 rad/s, kPa	T 315	-	-	-	-	-	-	-	-	1.0	-	-	-
Viscosity 140°F, poise 275°F, poise	T 202 T 202	700 -	- 7.0	1,300 -	- 8.0	1,500 -	- 8.0	2,000 -	- -	1,000 -	- 8.0	2,000 -	- 10.0
Penetration, 77°F, 100 g, 5 sec.	T 49	120	-	80	-	100	150	75	115	95	130	75	115
Ductility, 5cm/min., 39.2°F, cm	T 51	70	-	60	-	-	-	-	-	-	-	-	-
Elastic recovery, 50°F, %	Tex-539-C	-	-	-	-	55	-	55	-	30	-	55	-
Softening point, °F	T 53	-	-	-	-	-	-	120	-	110	-	120	-
Polymer separation, 48 hr.	Tex-540-C	None		None		None		None		None		None	
Flash point, C.O.C., °F	T 48	425	-	425	-	425	-	425	-	425	-	425	-
Tests on residue from RTFOT aging and pressure aging: Creep stiffness S, -18°C, MPa m-value, -18°C	Tex-541-C and R 28 T 313	-	-	-	-	-	300	-	300	-	300	-	300
		-	-	-	-	0.300	-	0.300	-	0.300	-	0.300	-

- 2.3. **Cutback Asphalt.** Provide cutback asphalt that meets the requirements of Tables 4, 5, and 6 for the specified type and grade. Supply samples of the base asphalt cement and polymer additives if requested.

**Table 4**  
**Rapid-Curing Cutback Asphalt**

Property	Test Procedure	Type-Grade					
		RC-250		RC-800		RC-3000	
		Min	Max	Min	Max	Min	Max
Kinematic viscosity, 140°F, cSt	T 201	250	400	800	1,600	3,000	6,000
Water, %	D95	–	0.2	–	0.2	–	0.2
Flash point, T.O.C., °F	T 79	80	–	80	–	80	–
Distillation test:	T 78						
Distillate, percentage by volume of total distillate to 680°F							
to 437°F		40	75	35	70	20	55
to 500°F		65	90	55	85	45	75
to 600°F		85	–	80	–	70	–
Residue from distillation, volume %		70	–	75	–	82	–
Tests on distillation residue:							
Viscosity, 140°F, poise	T 202	60	240	60	240	60	240
Ductility, 5 cm/min., 77°F, cm	T 51	100	–	100	–	100	–
Solubility in trichloroethylene, %	T 44	99.0	–	99.0	–	99.0	–
Spot test	Tex-509-C	Neg.		Neg.		Neg.	

**Table 5**  
**Medium-Curing Cutback Asphalt**

Property	Test Procedure	Type-Grade							
		MC-30		MC-250		MC-800		MC-3000	
		Min	Max	Min	Max	Min	Max	Min	Max
Kinematic viscosity, 140°F, cSt	T 201	30	60	250	500	800	1,600	3,000	6,000
Water, %	D95	–	0.2	–	0.2	–	0.2	–	0.2
Flash point, T.O.C., °F	T 79	95	–	122	–	140	–	149	–
Distillation test:	T 78								
Distillate, percentage by volume of total distillate to 680°F									
to 437°F		–	35	–	20	–	–	–	–
to 500°F		30	75	5	55	–	40	–	15
to 600°F		75	95	60	90	45	85	15	75
Residue from distillation, volume %		50	–	67	–	75	–	80	–
Tests on distillation residue:									
Viscosity, 140°F, poise	T 202	30	120	30	120	30	120	30	120
Ductility, 5 cm/min., 77°F, cm	T 51	100	–	100	–	100	–	100	–
Solubility in trichloroethylene, %	T 44	99.0	–	99.0	–	99.0	–	99.0	–
Spot test	Tex-509-C	Neg.		Neg.		Neg.		Neg.	

**Table 6**  
**Special-Use Cutback Asphalt**

Property	Test Procedure	Type-Grade					
		MC-2400L		SCM I		SCM II	
		Min	Max	Min	Max	Min	Max
Kinematic viscosity, 140°F, cSt	T 201	2,400	4,800	500	1,000	1,000	2,000
Water, %	D95	–	0.2	–	0.2	–	0.2
Flash point, T.O.C., °F	T 79	150	–	175	–	175	–
Distillation test:	T 78						
Distillate, percentage by volume of total distillate to 680°F							
to 437°F		–	–	–	–	–	–
to 500°F		–	35	–	0.5	–	0.5
to 600°F		35	80	20	60	15	50
Residue from distillation, volume %		78	–	76	–	82	–
Tests on distillation residue:							
Polymer		SBR		–		–	
Polymer content, % (solids basis)	Tex-533-C	2.0	–	–	–	–	–
Penetration, 100 g, 5 sec., 77°F	T 49	150	300	180	–	180	–
Ductility, 5 cm/min., 39.2°F, cm	T 51	50	–	–	–	–	–
Solubility in trichloroethylene, %	T 44	99.0	–	99.0	–	99.0	–

- 2.4. **Emulsified Asphalt.** Provide emulsified asphalt that is homogeneous, does not separate after thorough mixing, and meets the requirements for the specified type and grade in Tables 7, 8, 9, and 10.

**Table 7**  
**Emulsified Asphalt**

Property	Test Procedure	Type-Grade									
		Rapid-Setting		Medium-Setting				Slow-Setting			
		HFRS-2		MS-2		AES-300		SS-1		SS-1H	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol	T 72										
77°F, sec.		–	–	–	–	75	400	20	100	20	100
122°F, sec.		150	400	100	300	–	–	–	–	–	–
Sieve test, %	T 59	–	0.1	–	0.1	–	0.1	–	0.1	–	0.1
Miscibility	T 59	–		–		–		Pass		Pass	
Cement mixing, %	T 59	–	–	–	–	–	–	–	2.0	–	2.0
Coating ability and water resistance:	T 59										
Dry aggregate/after spray		–	–	–	–	Good/Fair	–	–	–	–	–
Wet aggregate/after spray		–	–	–	–	Fair/Fair	–	–	–	–	–
Demulsibility, 35 ml of 0.02 N CaCl <sub>2</sub> , %	T 59	50	–	–	30	–	–	–	–	–	–
Storage stability, 1 day, %	T 59	–	1	–	1	–	1	–	1	–	1
Freezing test, 3 cycles <sup>1</sup>	T 59	–		Pass		–		Pass		Pass	
Distillation test:	T 59										
Residue by distillation, % by wt.		65	–	65	–	65	–	60	–	60	–
Oil distillate, % by volume of emulsion		–	0.5	–	0.5	–	5	–	0.5	–	0.5
Tests on residue from distillation:											
Penetration, 77°F, 100 g, 5 sec.	T 49	100	140	120	160	300	–	120	160	70	100
Solubility in trichloroethylene, %	T 44	97.5	–	97.5	–	97.5	–	97.5	–	97.5	–
Ductility, 77°F, 5 cm/min., cm	T 51	100	–	100	–	–	–	100	–	80	–
Float test, 140°F, sec.	T 50	1,200	–	–	–	1,200	–	–	–	–	–

1. Applies only when the Engineer designates material for winter use.

**Table 8**  
**Cationic Emulsified Asphalt**

Property	Test Procedure	Type-Grade											
		Rapid-Setting				Medium-Setting				Slow-Setting			
		CRS-2		CRS-2H		CMS-2		CMS-2S		CSS-1		CSS-1H	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	-	-	-	-	-	-	-	-	20	100	20	100
		150	400	150	400	100	300	100	300	-	-	-	-
Sieve test, %	T 59	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1
Cement mixing, %	T 59	-	-	-	-	-	-	-	-	-	2.0	-	2.0
Coating ability and water resistance: Dry aggregate/after spray Wet aggregate/after spray	T 59	-	-	-	-	Good/Fair	Good/Fair	Good/Fair	Good/Fair	-	-	-	-
		-	-	-	-	Fair/Fair	Fair/Fair	Fair/Fair	Fair/Fair	-	-	-	-
Demulsibility, 35 ml of 0.8% Sodium dioctyl sulfosuccinate, %	T 59	70	-	70	-	-	-	-	-	-	-	-	-
Storage stability, 1 day, %	T 59	-	1	-	1	-	1	-	1	-	1	-	1
Particle charge	T 59	Positive		Positive		Positive		Positive		Positive		Positive	
Distillation test: Residue by distillation, % by wt. Oil distillate, % by volume of emulsion	T 59	65	-	65	-	65	-	65	-	60	-	60	-
		-	0.5	-	0.5	-	7	-	5	-	0.5	-	0.5
Tests on residue from distillation: Penetration, 77°F, 100 g, 5 sec. Solubility in trichloroethylene, % Ductility, 77°F, 5 cm/min., cm	T 49	120	160	70	110	120	200	300	-	120	160	70	110
	T 44	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-
	T 51	100	-	80	-	100	-	-	-	100	-	80	-

**Table 9**  
**Polymer-Modified Emulsified Asphalt**

Property	Test Procedure	Type-Grade											
		Rapid-Setting				Medium-Setting				Slow-Setting			
		RS-1P		HFRS-2P		AES-150P		AES-300P		AES-300S		SS-1P	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	-	-	-	-	75	400	75	400	75	400	30	100
		50	200	150	400	-	-	-	-	-	-	-	-
Sieve test, %	T 59	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1
Miscibility	T 59	-	-	-	-	-	-	-	-	-	-	-	Pass
Coating ability and water resistance: Dry aggregate/after spray Wet aggregate/after spray	T 59	-	-	-	-	Good/Fair	Good/Fair	Good/Fair	Good/Fair	Good/Fair	Good/Fair	-	-
		-	-	-	-	Fair/Fair	Fair/Fair	Fair/Fair	Fair/Fair	Fair/Fair	Fair/Fair	-	-
Demulsibility, 35 ml of 0.02 N CaCl <sub>2</sub> , %	T 59	60	-	50	-	-	-	-	-	-	-	-	-
Storage stability, 1 day, %	T 59	-	1	-	1	-	1	-	1	-	1	-	1
Breaking index, g	Tex-542-C	-	80	-	-	-	-	-	-	-	-	-	-
Distillation test: <sup>1</sup> Residue by distillation, % by wt. Oil distillate, % by volume of emulsion	T 59	65	-	65	-	65	-	65	-	65	-	60	-
		-	3	-	0.5	-	3	-	5	-	7	-	0.5
Tests on residue from distillation: Polymer content, wt. % (solids basis) Penetration, 77°F, 100 g, 5 sec. Solubility in trichloroethylene, % Viscosity, 140°F, poise Float test, 140°F, sec. Ductility, <sup>2</sup> 39.2°F, 5 cm/min., cm Elastic recovery, <sup>2</sup> 50°F, %	Tex-533-C	-	-	3.0	-	-	-	-	-	-	-	3.0	-
	T 49	225	300	90	140	150	300	300	-	300	-	100	140
	T 44	97.0	-	97.0	-	97.0	-	97.0	-	97.0	-	97.0	-
	T 202	-	-	1,500	-	-	-	-	-	-	-	1,300	-
	T 50	-	-	1,200	-	1,200	-	1,200	-	1,200	-	-	-
	T 51	-	-	50	-	-	-	-	-	-	-	50	-
	Tex-539-C	55	-	55	-	-	-	-	-	-	-	-	-
Tests on RTFO curing of distillation residue Elastic recovery, 50°F, %	Tex-541-C	-	-	-	-	50	-	50	-	30	-	-	-
	Tex-539-C	-	-	-	-	-	-	-	-	-	-	-	-

- Exception to T 59: Bring the temperature on the lower thermometer slowly to 350°F ±10°F. Maintain at this temperature for 20 min. Complete total distillation in 60 min. (±5 min.) from the first application of heat.
- HFRS-2P must meet one of either the ductility or elastic recovery requirements.

**Table 10**  
**Polymer-Modified Cationic Emulsified Asphalt**

Property	Test Procedure	Type-Grade											
		Rapid-Setting						Medium-Setting				Slow-Setting	
		CRS-1P		CRS-2P		CHFRS-2P		CMS-1P <sup>3</sup>		CMS-2P <sup>3</sup>		CSS-1P	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	-	-	-	-	-	-	20	100	-	-	20	100
		50	150	150	400	100	400	-	-	50	400	-	-
Sieve test, %	T 59	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1
Demulsibility, 35 ml of 0.8% Sodium dioctyl sulfosuccinate, %	T 59	60	-	70	-	60	-	-	-	-	-	-	-
Storage stability, 1 day, %	T 59	-	1	-	1	-	1	-	-	-	-	-	1
Breaking index, g	Tex-542-C	-	80	-	-	-	-	-	-	-	-	-	-
Particle charge	T 59	Positive		Positive		Positive		Positive		Positive		Positive	
Distillation test: <sup>1</sup>	T 59	65		65		65		65		65		62	
Residue by distillation, % by weight		-	-	-	-	-	-	-	-	-	-	-	-
Oil distillate, % by volume of emulsion		-	3	-	0.5	-	0.5	-	0.5	-	0.5	-	0.5
Tests on residue from distillation:													
Polymer content, wt. % (solids basis)	Tex-533-C	-	-	3.0	-	3.0	-	-	-	-	-	3.0	-
Penetration, 77°F, 100 g, 5 sec.	T 49	225	300	90	150	80	130	40	-	40	-	55	90
Viscosity, 140°F, poise	T 202	-	-	1,300	-	1,300	-	-	5,000	-	5,000	-	-
Solubility in trichloroethylene, %	T 44	97.0	-	97.0	-	95.0	-	-	-	-	-	97.0	-
Softening point, °F	T 53	-	-	-	-	130	-	-	-	-	-	135	-
Ductility, 77°F, 5 cm/min., cm	T 51	-	-	-	-	-	-	-	-	-	-	70	-
Float test, 140°F, sec.	T 50	-	-	-	-	1,800	-	-	-	-	-	-	-
Ductility, <sup>2</sup> 39.2°F, 5 cm/min., cm	T 51	-	-	50	-	-	-	-	-	-	-	-	-
Elastic recovery, <sup>2</sup> 50°F, %	Tex-539-C	45	-	55	-	55	-	45	-	45	-	-	-
Tests on rejuvenating agent:													
Viscosity, 140°F, cSt	T 201	-	-	-	-	-	-	50	175	50	175	-	-
Flash point, C.O.C., °F	T 48	-	-	-	-	-	-	380	-	380	-	-	-
Saturates, % by weight	D2007	-	-	-	-	-	-	-	30	-	30	-	-
Solubility in n-pentane, % by weight	D2007	-	-	-	-	-	-	99	-	99	-	-	-
Tests on rejuvenating agent after TFO or RTFO:	T 240 or T 179												
Weight Change, %		-	-	-	-	-	-	-	6.5	-	6.5	-	-
Viscosity Ratio		-	-	-	-	-	-	-	3.0	-	3.0	-	-
Tests on latex: <sup>4</sup>													
Tensile strength, die C dumbbell, psi	D412 <sup>5</sup>	-	-	-	-	-	-	500	-	500	-	-	-
Change in mass after immersion in rejuvenating agent, %	D471	-	-	-	-	-	-	-	40 <sup>6</sup>	-	40 <sup>6</sup>	-	-

- Exception to T 59: Bring the temperature on the lower thermometer slowly to 350°F (±0°F). Maintain at this temperature for 20 min. Complete total distillation in 60 min. (±5 min.) from the first application of heat.
- CRS-2P must meet one of either the ductility or elastic recovery requirements.
- With all precertification samples of CMS-1P or CMS-2P, submit certified test reports showing that the rejuvenating agent and latex meet the stated requirements. Submit samples of these raw materials if requested by the Engineer.
- Preparation of latex films: Use any substrate which produces a film of uniform cross-section. Apply latex using a drawdown tool that will deliver enough material to achieve desired residual thickness. Cure films for 14 days at 75°F and 50% relative humidity.
- Cut samples for tensile strength determination using a crosshead speed of 20 in./min.
- Specimen must remain intact after exposure and removal of excess rejuvenating agent.

- 2.5. **Specialty Emulsions.** Provide specialty emulsion that is either asphalt-based or resin-based and meets the requirements of Table 11.

**Table 11**  
**Specialty Emulsions**

Property	Test Procedure	Type-Grade					
		Medium-Setting				Slow-Setting	
		AE-P		EAP&T		PCE <sup>1</sup>	
		Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	– 15	– 150	– –	– –	10 –	100 –
Sieve test, %	T 59	–	0.1	–	0.1	–	0.1
Miscibility <sup>2</sup>	T 59	–	–	Pass	–	Pass	–
Demulsibility, 35 ml of 0.10 N CaCl <sub>2</sub> , %	T 59	–	70	–	–	–	–
Storage stability, 1 day, %	T 59	–	1	–	1	–	–
Particle size, <sup>5</sup> % by volume < 2.5 μm	Tex-238-F <sup>3</sup>	–	–	90	–	90	–
Asphalt emulsion distillation to 500°F followed by Cutback asphalt distillation of residue to 680°F: Residue after both distillations, % by wt. Total oil distillate from both distillations, % by volume of emulsion	T 59 & T 78	40 25	– 40	– –	– –	– –	– –
Residue by distillation, % by wt.	T 59	–	–	60	–	–	–
Residue by evaporation, <sup>4</sup> % by wt.	T 59	–	–	–	–	60	–
Tests on residue after all distillation(s):							
Viscosity, 140°F, poise	T 202	–	–	800	–	–	–
Kinematic viscosity, <sup>5</sup> 140°F, cSt	T 201	–	–	–	–	100	350
Flash point C.O.C., °F	T 48	–	–	–	–	400	–
Solubility in trichloroethylene, %	T 44	97.5	–	–	–	–	–
Float test, 122°F, sec.	T 50	50	200	–	–	–	–

Supply with each shipment of PCE:

a copy of a lab report from an approved analytical lab, signed by a lab official, indicating the PCE formulation does not meet any characteristics of a Resource Conservation Recovery Act (RCRA) hazardous waste;

a certification from the producer that the formulation supplied does not differ from the one tested and that no listed RCRA hazardous wastes or Polychlorinated Biphenyls (PCBs) have been mixed with the product; and  
a Material Safety Data Sheet.

Exception to T 59: In dilution, use 350 ml of distilled or deionized water and a 1,000-ml beaker.

Use Tex-238-F, beginning at "Particle Size Analysis by Laser Diffraction," with distilled or deionized water as a medium and no dispersant, or use another approved method.

Exception to T 59: Leave sample in the oven until foaming ceases, then cool and weigh.

PCE must meet either the kinematic viscosity requirement or the particle size requirement.

- 2.6. **Recycling Agent.** Recycling agent and emulsified recycling agent must meet the requirements in Table 12. Additionally, recycling agent and residue from emulsified recycling agent, when added in the specified proportions to the recycled asphalt, must meet the properties specified on the plans.

**Table 12**  
**Recycling Agent and Emulsified Recycling Agent**

Property	Test Procedure	Recycling Agent		Emulsified Recycling Agent	
		Min	Max	Min	Max
Viscosity, Saybolt Furol, 77°F, sec.	T 72	–	–	15	100
Sieve test, %	T 59	–	–	–	0.1
Miscibility <sup>1</sup>	T 59	–	–	No coagulation	
Residue by evaporation, <sup>2</sup> % by wt.	T 59	–	–	60	–
Tests on recycling agent or residue from evaporation:					
Flash point, C.O.C., °F	T 48	400	–	400	–
Kinematic viscosity, 140°F, cSt	T 201	75	200	75	200
275°F, cSt		–	10.0	–	10.0

1. Exception to T 59: Use 0.02 N CaCl<sub>2</sub> solution in place of water.

2. Exception to T 59: Maintain sample at 300°F until foaming ceases, then cool and weigh.

- 2.7. **Crumb Rubber Modifier.** Crumb rubber modifier (CRM) consists of automobile and truck tires processed by ambient temperature grinding.

CRM must be:

- free from contaminants including fabric, metal, and mineral and other nonrubber substances;
- free-flowing; and
- nonfoaming when added to hot asphalt binder.

Ensure rubber gradation meets the requirements of the grades in Table 13 when tested in accordance with Tex-200-F, Part I, using a 50-g sample.

**Table 13**  
**CRM Gradations**

Sieve Size (% Passing)	Grade A		Grade B		Grade C		Grade D	Grade E
	Min	Max	Min	Max	Min	Max		
#8	100	–	–	–	–	–	As shown on the plans	As approved
#10	95	100	100	–	–	–		
#16	–	–	70	100	100	–		
#30	–	–	25	60	90	100		
#40	–	–	–	–	45	100		
#50	0	10	–	–	–	–		
#200	–	–	0	5	–	–		

- 2.8. **Crack Sealer.** Provide polymer-modified asphalt-emulsion crack sealer meeting the requirements of Table 14. Provide rubber-asphalt crack sealer meeting the requirements of Table 15.

**Table 14**  
**Polymer-Modified Asphalt-Emulsion Crack Sealer**

Property	Test Procedure	Min	Max
Rotational viscosity, 77°F, cP	D2196, Method A	10,000	25,000
Sieve test, %	T 59	–	0.1
Storage stability, 1 day, %	T 59	–	1
Evaporation	Tex-543-C	65	–
Residue by evaporation, % by wt.			
Tests on residue from evaporation:			
Penetration, 77°F, 100 g, 5 sec.	T 49	35	75
Softening point, °F	T 53	140	–
Ductility, 39.2°F, 5 cm/min., cm	T 51	100	–

**Table 15**  
**Rubber-Asphalt Crack Sealer**

Property	Test Procedure	Class A		Class B	
		Min	Max	Min	Max
CRM content, Grade A or B, % by wt.	Tex-544-C	22	26	–	–
CRM content, Grade B, % by wt.	Tex-544-C	–	–	13	17
Virgin rubber content, <sup>1</sup> % by wt.		–	–	2	–
Flash point, <sup>2</sup> C.O.C., °F	T 48	400	–	400	–
Penetration, <sup>3</sup> 77°F, 150 g, 5 sec.	T 49	30	50	30	50
Penetration, <sup>3</sup> 32°F, 200 g, 60 sec.	T 49	12	–	12	–
Softening point, °F	T 53	–	–	170	–
Bond Test, non-immersed, 0.5 in specimen, 50% extension, 20°F <sup>4</sup>	D5329	–	–	–	Pass

1. Provide certification that the Min % virgin rubber was added.
2. Agitate the sealing compound with a 3/8- to 1/2-in. (9.5- to 12.7-mm) wide, square-end metal spatula to bring the material on the bottom of the cup to the surface (i.e., turn the material over) before passing the test flame over the cup. Start at one side of the thermometer, move around to the other, and then return to the starting point using 8 to 10 rapid circular strokes. Accomplish agitation in 3 to 4 sec. Pass the test flame over the cup immediately after stirring is completed.
3. Exception to T 49: Substitute the cone specified in D217 for the penetration needle.
4. Allow no crack in the crack sealing materials or break in the bond between the sealer and the mortar blocks over 1/4 in. deep for any specimen after completion of the test.

- 2.9. **Asphalt-Rubber Binders.** Provide asphalt-rubber (A-R) binders that are mixtures of asphalt binder and CRM, which have been reacted at elevated temperatures. Provide A-R binders meeting D6114 and containing a minimum of 15% CRM by weight. Provide Types I or II, containing CRM Grade C, for use in hot-

mixed aggregate mixtures. Provide Types II or III, containing CRM Grade B, for use in surface treatment binder. Ensure binder properties meet the requirements of Table 16.

**Table 16**  
**A-R Binders**

Property	Test Procedure	Binder Type					
		Type I		Type II		Type III	
		Min	Max	Min	Max	Min	Max
Apparent viscosity, 347°F, cP	D2196, Method A	1,500	5,000	1,500	5,000	1,500	5,000
Penetration, 77°F, 100 g, 5 sec.	T 49	25	75	25	75	50	100
Penetration, 39.2°F, 200 g, 60 sec.	T 49	10	–	15	–	25	–
Softening point, °F	T 53	135	–	130	–	125	–
Resilience, 77°F, %	D5329	25	–	20	–	10	–
Flash point, C.O.C., °F	T 48	450	–	450	–	450	–
Tests on residue from Thin-Film Oven Test:	T 179						
Retained penetration ratio, 39.2°F, 200 g, 60 sec., % of original	T 49	75	–	75	–	75	–

- 2.10. **Performance-Graded Binders.** Provide PG binders that are smooth and homogeneous, show no separation when tested in accordance with Tex-540-C, and meet the requirements of Table 17.

Separation testing is not required if:

- a modifier is introduced separately at the mix plant either by injection in the asphalt line or mixer,
- the binder is blended on site in continuously agitated tanks, or
- binder acceptance is based on field samples taken from an in-line sampling port at the hot-mix plant after the addition of modifiers.

**Table 17**  
**Performance-Graded Binders**

Property and Test Method	Performance Grade																	
	PG 58			PG 64			PG 70			PG 76			PG 82					
	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28
Average 7-day max pavement design temperature, °C <sup>1</sup>	< 58			< 64			< 70			< 76			< 82					
Min pavement design temperature, °C <sup>1</sup>	>-22	>-28	>-34	>-16	>-22	>-28	>-34	>-16	>-22	>-28	>-34	>-16	>-22	>-28	>-34	>-16	>-22	>-28
<b>Original Binder</b>																		
Flash point, T 48, Min, °C	230																	
Viscosity, T 316: <sup>2,3</sup> Max, 3.0 Pa-s, test temperature, °C	135																	
Dynamic shear, T 315: <sup>4</sup> G*/sin(δ), Min, 1.00 kPa, Max, 2.00 kPa, <sup>7</sup> Test temperature @ 10 rad/sec., °C	58			64			70			76			82					
Elastic recovery, D6084, 50°F, % Min	-	-	30	-	-	30	50	-	30	50	60	30	50	60	70	50	60	70
<b>Rolling Thin-Film Oven (Tex-541-C)</b>																		
Mass loss, Tex-541-C, Max, %	1.0																	
Dynamic shear, T 315: G*/sin(δ), Min, 2.20 kPa, Max, 5.00 kPa, <sup>7</sup> Test temperature @ 10 rad/sec., °C	58			64			70			76			82					
<b>Pressure Aging Vessel (PAV) Residue (R 28)</b>																		
PAV aging temperature, °C	100																	
Dynamic shear, T 315: G*/sin(δ), Max, 5,000 kPa Test temperature @ 10 rad/sec., °C	25	22	19	28	25	22	19	28	25	22	19	28	25	22	19	28	25	22
Creep stiffness, T 313: <sup>5,6</sup> S, max, 300 MPa, m-value, Min, 0.300 Test temperature @ 60 sec., °C	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18
Direct tension, T 314: <sup>6</sup> Failure strain, Min, 1.0% Test temperature @ 1.0 mm/min., °C	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18

- Pavement temperatures are estimated from air temperatures using an algorithm contained in a Department-supplied computer program, may be provided by the Department, or by following the procedures outlined in AASHTO MP 2 and PP 28.
- This requirement may be waived at the Department's discretion if the supplier warrants that the asphalt binder can be adequately pumped, mixed, and compacted at temperatures that meet all applicable safety, environmental, and constructability requirements. At test temperatures where the binder is a Newtonian fluid, any suitable standard means of viscosity measurement may be used, including capillary (T 201 or T 202) or rotational viscometry (T 316).
- Viscosity at 135°C is an indicator of mixing and compaction temperatures that can be expected in the lab and field. High values may indicate high mixing and compaction temperatures. Additionally, significant variation can occur from batch to batch. Contractors should be aware that variation could significantly impact their mixing and compaction operations. Contractors are therefore responsible for addressing any constructability issues that may arise.
- For quality control of unmodified asphalt binder production, measurement of the viscosity of the original asphalt binder may be substituted for dynamic shear measurements of G\*/sin(δ) at test temperatures where the asphalt is a Newtonian fluid. Any suitable standard means of viscosity measurement may be used, including capillary (T 201 or T 202) or rotational viscometry (T 316).
- Silicone beam molds, as described in AASHTO TP 1-93, are acceptable for use.
- If creep stiffness is below 300 MPa, direct tension test is not required. If creep stiffness is between 300 and 600 MPa, the direct tension failure strain requirement can be used instead of the creep stiffness requirement. The m-value requirement must be satisfied in both cases.
- Maximum values for unaged and RTFO aged dynamic shear apply only to materials used as substitute binders, as described in specification items, 340, 341, and 344.

### 3. EQUIPMENT

Provide all equipment necessary to transport, store, sample, heat, apply, and incorporate asphalts, oils, and emulsions.

## 4. CONSTRUCTION

**Typical Material Use.** Use materials shown in Table 18, unless otherwise determined by the Engineer.

**Table 18**  
**Typical Material Use**

Material Application	Typically Used Materials
Hot-mixed, hot-laid asphalt mixtures	PG binders, A-R binders Types I and II
Surface treatment	AC-5, AC-10, AC-5 w/2% SBR, AC-10 w/2% SBR, AC-15P, AC-20XP, AC-10-2TR, AC-20-5TR, HFRS-2, MS-2, CRS-2, CRS-2H, HFRS-2P, CRS-2P, CHFRS-2P, A-R binders Types II and III
Surface treatment (cool weather)	RS-1P, CRS-1P, RC-250, RC-800, RC-3000, MC-250, MC-800, MC-3000, MC-2400L
Precoating	AC-5, AC-10, PG 64-22, SS-1, SS-1H, CSS-1, CSS-1H
Tack coat	PG Binders, SS-1H, CSS-1H, EAP&T
Fog seal	SS-1, SS-1H, CSS-1, CSS-1H
Hot-mixed, cold-laid asphalt mixtures	AC-0.6, AC-1.5, AC-3, AES-300, AES-300P, CMS-2, CMS-2S
Patching mix	MC-800, SCM I, SCM II, AES-300S
Recycling	AC-0.6, AC-1.5, AC-3, AES-150P, AES-300P, recycling agent, emulsified recycling agent
Crack sealing	SS-1P, polymer mod AE crack sealant, rubber asphalt crack sealers (Class A, Class B)
Microsurfacing	CSS-1P
Prime	MC-30, AE-P, EAP&T, PCE
Curing membrane	SS-1, SS-1H, CSS-1, CSS-1H, PCE
Erosion control	SS-1, SS-1H, CSS-1, CSS-1H, PCE

- 4.1. **Storage and Application Temperatures.** Use storage and application temperatures in accordance with Table 19. Store and apply materials at the lowest temperature yielding satisfactory results. Follow the manufacturer's instructions for any agitation requirements in storage. Manufacturer's instructions regarding recommended application and storage temperatures supersede those of Table 19.

**Table 19**  
**Storage and Application Temperatures**

Type-Grade	Application		Storage Maximum (°F)
	Recommended Range (°F)	Maximum Allowable (°F)	
AC-0.6, AC-1.5, AC-3	200–300	350	350
AC-5, AC-10	275–350	350	350
AC-5 w/2% SBR, AC-10 w/2% SBR, AC-15P, AC-20-5TR	300–375	375	360
RC-250	125–180	200	200
RC-800	170–230	260	260
RC-3000	215–275	285	285
MC-30, AE-P	70–150	175	175
MC-250	125–210	240	240
MC-800, SCM I, SCM II	175–260	275	275
MC-3000, MC-2400L	225–275	290	290
HFRS-2, MS-2, CRS-2, CRS-2H, HFRS-2P, CRS-2P, CMS-2, CMS-2S, AES-300, AES-300S, AES-150P, AES-300P	120–160	180	180
SS-1, SS-1H, CSS-1, CSS-1H, PCE, EAP&T, SS-1P, RS-1P, CRS-1P, CSS-1P, recycling agent, emulsified recycling agent, polymer mod AE crack sealant	50–130	140	140
PG binders	275–350	350	350
Rubber asphalt crack sealers (Class A, Class B)	350–375	400	–
A-R binders Types I, II, and III	325–425	425	425

## 5. MEASUREMENT AND PAYMENT

The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly but is subsidiary or is included in payment for other pertinent items.

# Item 310

## Prime Coat



### 1. DESCRIPTION

Prepare and treat existing or newly constructed surface with an asphalt binder or other specialty prime coat binder material. Apply blotter material as required.

### 2. MATERIALS

- 2.1. **Binder.** Use material of the type and grade shown on the plans in accordance with Item 300, "Asphalts, Oils, and Emulsions," or as listed in the Department's MPL for prime coat binders.
- 2.2. **Blotter.** Use either base course sweepings obtained from cleaning the base or native sand as blotter materials unless otherwise shown on the plans or approved.

### 3. EQUIPMENT

Provide applicable equipment in accordance with Article 316.3., "Equipment."

### 4. CONSTRUCTION

- 4.1. **General.** Apply the mixture when the air temperature is at or above 60°F, or above 50°F and rising. Measure the air temperature in the shade away from artificial heat. The Engineer will determine when weather conditions are suitable for application.
- Do not permit traffic, hauling, or placement of subsequent courses over freshly constructed prime coats. Maintain the primed surface until placement of subsequent courses or acceptance of the work.
- 4.2. **Surface Preparation.** Prepare the surface by sweeping or other approved methods. Lightly sprinkle the surface with water before applying bituminous material, when directed, to control dust and ensure absorption.
- 4.3. **Application.**
- 4.3.1. **Binder.** The Engineer will select the application temperature within the limits recommended in Item 300, "Asphalts, Oils, and Emulsions," or by the material manufacturer. Apply material within 15°F of the selected temperature but do not exceed the maximum allowable temperature.
- Distribute the material smoothly and evenly at the rate selected by the Engineer. Roll the freshly applied prime coat with a pneumatic-tire roller to ensure penetration when directed.
- 4.3.2. **Blotter.** Spread blotter material before allowing traffic to use a primed surface. Apply blotter material to primed surface at the specified rate when "Prime Coat and Blotter" is shown on the plans as a bid item or as directed. Apply blotter to spot locations when "Prime Coat" is shown on the plans as a bid item or as directed to accommodate traffic movement through the work area. Remove blotter material before placing the surface. Dispose of blotter material according to applicable state and federal requirements.

### 5. MEASUREMENT

This Item will be measured by the gallon of binder placed and accepted.

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**6. PAYMENT**

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Prime Coat" or "Prime Coat and Blotter" of the type and grade of binder specified. This price is full compensation for cleaning and sprinkling the area to be primed; materials, including blotter material; and rolling, equipment, labor, tools, and incidentals.

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## Item 341

# Dense-Graded Hot-Mix Asphalt

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### 1. DESCRIPTION

Construct a hot-mix asphalt (HMA) pavement layer composed of a compacted, dense-graded mixture of aggregate, asphalt binder, and additives mixed hot in a mixing plant. Payment adjustments will apply to HMA placed under this Specification unless the HMA is deemed exempt in accordance with Section 341.4.9.4., "Exempt Production."

### 2. MATERIALS

Furnish uncontaminated materials of uniform quality that meet the requirements of the plans and specifications.

Notify the Engineer of all material sources and before changing any material source or formulation. The Engineer will verify that the specification requirements are met and document all material source changes when the Contractor makes a source or formulation change. The Engineer may sample and test project materials anytime during the project to verify specification compliance in accordance with Item 6, "Control of Materials."

- 2.1. **Aggregate.** Furnish aggregates from sources that conform to the requirements shown in Table 1 and this Section. Aggregate requirements in this Section, including those shown in Table 1, may be modified or eliminated when shown on the plans. Additional aggregate requirements may be specified when shown on the plans. Provide aggregate stockpiles that meet the definitions in this Section for coarse, intermediate, or fine aggregate. Aggregate from reclaimed asphalt pavement (RAP) is not required to meet Table 1 requirements unless otherwise shown on the plans. Supply aggregates that meet the definitions in [Tex-100-E](#) for crushed gravel or crushed stone. The Engineer will designate the plant or the quarry as the sampling location. Provide samples from materials produced for the project. The Engineer will establish the Surface Aggregate Classification (SAC) and perform Los Angeles abrasion, magnesium sulfate soundness, and Micro-Deval tests. Perform all other aggregate quality tests shown in Table 1. Document all test results in the mixture design report. The Engineer may perform tests on independent or split samples to verify Contractor test results. Stockpile aggregates for each source and type separately. Determine aggregate gradations for mixture design and production testing based on the washed sieve analysis in accordance with [Tex-200-F](#), Part II.

- 2.1.1. **Coarse Aggregate.** Coarse aggregate stockpiles must have no more than 20% material passing the No. 8 sieve. Aggregates from sources listed in the Department's *Bituminous Rated Source Quality Catalog* (BRSQC) are preapproved for use. Use only the rated values for HMA listed in the BRSQC. Rated values for surface treatment (ST) do not apply to coarse aggregate sources used in HMA.

For sources not listed in the Department's BRSQC:

- build an individual stockpile for each material;
- request the Department test the stockpile for specification compliance;
- allow 30 calendar days for the Engineer to sample, test, and report results;
- use only when tested and approved; and
- once approved, do not add additional material to the stockpile unless otherwise allowed by the Engineer.

Provide coarse aggregate with at least the minimum SAC shown on the plans. SAC requirements apply only to aggregates used on the surface of travel lanes, unless otherwise shown on the plans. The SAC for sources in the Department's *Aggregate Quality Monitoring Program (AQMP)* ([Tex-499-A](#)) is listed in the BRSQC.

- 2.1.1.1. **Blending Class A and Class B Aggregates.** Class B aggregate meeting all other requirements shown in Table 1 may be blended with a Class A aggregate to meet requirements for Class A materials, unless otherwise shown on the plans. When blending Class A and Class B aggregates to meet a Class A requirement, ensure that at least 50% by weight, or volume if required, of the material retained on the No. 4 sieve comes from the Class A aggregate source, unless otherwise shown on the plans. Blend by volume if the bulk specific gravities of the Class A and Class B aggregates differ by more than 0.300. Coarse aggregate from RAP and recycled asphalt shingles (RAS) will be considered as Class B aggregate for blending purposes.

The Engineer may perform tests anytime during production, when the Contractor blends Class A and Class B aggregates to meet a Class A requirement. The Engineer will use the Department's mix design template, when electing to verify conformance, to calculate the percent of Class A aggregate retained on the No. 4 sieve by inputting the bin percentages shown from readouts in the control room at the time of production and stockpile gradations measured at the time of production. The Engineer may determine the gradations based on either washed or dry sieve analysis from samples obtained from individual aggregate cold feed bins or aggregate stockpiles. The Engineer may perform spot checks to verify the percent of Class A aggregate retained on the No. 4 sieve. The Engineer will use the gradations supplied by the Contractor in the mixture design report as an input for the template. A failing spot check will require confirmation with a stockpile gradation determined by the Engineer.

- 2.1.1.2. **Micro-Deval Abrasion.** The Engineer will perform at least one Micro-Deval abrasion test in accordance with [Tex-461-A](#) for each coarse aggregate source used in the mixture design that has a rated source soundness magnesium (RSSM) loss value greater than 15 as listed in the BRSQC. The Engineer will perform testing before the start of production and may perform additional testing anytime during production. The Engineer may obtain the coarse aggregate samples from each coarse aggregate source or may require the Contractor to obtain the samples. The Engineer may waive all Micro-Deval testing based on a satisfactory test history of the same aggregate source.

The Engineer will estimate the magnesium sulfate soundness loss for each coarse aggregate source, when tested, using the following formula:

$$Mg_{est.} = (RSSM)(MD_{act.}/RSMD)$$

where:

$Mg_{est.}$  = magnesium sulfate soundness loss

$RSSM$  = rated source soundness magnesium

$MD_{act.}$  = actual Micro-Deval percent loss

$RSMD$  = rated source Micro-Deval

When the estimated magnesium sulfate soundness loss is greater than the maximum magnesium sulfate soundness loss specified, the coarse aggregate source will not be allowed for use unless otherwise approved. The Engineer will consult the Materials and Tests Division, and additional testing may be required before granting approval.

- 2.1.2. **Intermediate Aggregate.** Aggregates not meeting the definition of coarse or fine aggregate will be defined as intermediate aggregate. Supply intermediate aggregates, when used, that are free of organic impurities. Supply intermediate aggregate from coarse aggregate sources, when used, that meet the requirements shown in Table 1, unless otherwise approved.

Test the stockpile if 10% or more of the stockpile is retained on the No. 4 sieve, and verify that it meets the requirements in Table 1 for crushed face count ([Tex-460-A](#)) and flat and elongated particles ([Tex-280-F](#)).

2.1.3. **Fine Aggregate.** Fine aggregates consist of manufactured sands, screenings, and field sands. Fine aggregate stockpiles must meet the fine aggregate properties in accordance with Table 1 and the gradation requirements in accordance with Table 2. Supply fine aggregates that are free of organic impurities. The Engineer may test the fine aggregate in accordance with [Tex-408-A](#) to verify the material is free of organic impurities. Unless otherwise shown on the plans, at most 10% of the total aggregate may be field sand or other uncrushed fine aggregate. Use fine aggregate, except field sand, from coarse aggregate sources that meet the requirements shown in Table 1, unless otherwise approved.

Test the stockpile if 10% or more of the stockpile is retained on the No. 4 sieve and verify that it meets the requirements in Table 1 for crushed face count ([Tex-460-A](#)) and flat and elongated particles ([Tex-280-F](#)).

**Table 1  
Aggregate Quality Requirements**

Property	Test Method	Requirement
<b>Coarse Aggregate</b>		
SAC	<a href="#">Tex-499-A</a> (AQMP)	As shown on the plans
Deleterious material, %, Max	<a href="#">Tex-217-F</a> , Part I	1.5
Decantation, %, Max	<a href="#">Tex-217-F</a> , Part II	1.5
Micro-Deval abrasion, %	<a href="#">Tex-461-A</a>	Note <sup>1</sup>
Los Angeles abrasion, %, Max	<a href="#">Tex-410-A</a>	40
Magnesium sulfate soundness, 5 cycles, %, Max	<a href="#">Tex-411-A</a>	30
Crushed face count, <sup>2</sup> %, Min	<a href="#">Tex-460-A</a> , Part I	85
Flat and elongated particles @ 5:1, %, Max	<a href="#">Tex-280-F</a>	10
<b>Fine Aggregate</b>		
Linear shrinkage, %, Max	<a href="#">Tex-107-E</a>	3
Sand equivalent, %, Min	<a href="#">Tex-203-F</a>	45 <sup>3</sup>
Organic impurities	<a href="#">Tex-408-A</a>	Note <sup>4</sup>

1. Used to estimate the magnesium sulfate soundness loss in accordance with Section 341.2.1.1.2., “Micro-Deval Abrasion.”
2. Only applies to crushed gravel.
3. The Department may perform [Tex-252-F](#) on fine aggregates not meeting this minimum requirement. Fine aggregates with a methylene blue value of 10.0 mg/g or less may be used.
4. Optional test.

**Table 2  
Gradation Requirements for Fine Aggregate**

Sieve Size	% Passing by Wt. Or Volume
3/8"	100
#8	70–100
#200	0–30

2.2. **Mineral Filler.** Mineral filler consists of finely divided mineral matter such as agricultural lime, crusher fines, hydrated lime, or fly ash. Mineral filler is allowed unless otherwise shown on the plans. Use no more than 2% hydrated lime or fly ash, unless otherwise shown on the plans. Use no more than 1% hydrated lime if a substitute binder is used, unless otherwise shown on the plans or allowed. Test all mineral fillers except hydrated lime and fly ash in accordance with [Tex-107-E](#) to ensure specification compliance. The plans may require or disallow specific mineral fillers. Provide mineral filler, when used, that:

- is dry enough, free-flowing, and free of clumps and foreign matter as determined by the Engineer;
- does not exceed 3% linear shrinkage when tested in accordance with [Tex-107-E](#); and
- meets the gradation requirements shown in Table 3, unless otherwise shown on the plans.

**Table 3**  
**Gradation Requirements for Mineral Filler**

Sieve Size	% Passing by Wt. or Volume
#8	100
#200	55–100

- 2.3. **Baghouse Fines.** Fines collected by the baghouse or other dust-collecting equipment may be reintroduced into the mixing drum.
- 2.4. **Asphalt Binder.** Furnish the type and grade of performance-graded (PG) asphalt binder shown on the plans that meets the requirements of Item 300, “Asphalts, Oils, and Emulsions.”
- 2.5. **Tack Coat.** Furnish CSS-1H, SS-1H, EBL, or a PG binder with a minimum high-temperature grade of PG 58 for tack coat binder in accordance with Item 300. Specialized tack coat materials on the MPL for *Tracking Resistant Asphalt Interlayer* (TRAIL) will be allowed or required when shown on the plans. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use, unless required in conformance with the manufacturer’s recommendation for approved TRAIL products on the MPL.
- 2.6. **Additives.** Use the type of additive specified when shown on the plans. Use the rate of additive specified in conformance with the manufacturer’s recommendation. Additives that facilitate mixing and compaction or improve the quality of the mixture are allowed when approved. Provide the Engineer with documentation such as the bill of lading showing the quantity of additives used in the project unless otherwise directed.
- 2.6.1. **Lime and Liquid Antistripping Agent.** Lime or liquid antistripping agent is required when shown on the plans. When lime or a liquid antistripping agent is used, add in accordance with Item 301, “Asphalt Antistripping Agents.” Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum.
- 2.6.2. **Warm-Mix Asphalt (WMA).** WMA is defined as HMA that is produced within a target temperature discharge range of 215°F and 275°F using approved WMA additives or processes from the MPL.
- WMA is allowed for use on all projects and is required when shown on the plans. When WMA is required, the maximum placement or target discharge temperature for WMA will be set at a value at or below 275°F.
- Department-approved WMA additives or processes may be used to facilitate mixing and compaction of HMA produced at target discharge temperatures above 275°F; however, such mixtures will not be defined as WMA.
- 2.6.3. **Compaction Aid.** Compaction aid is defined as a Department-approved chemical warm-mix additive, denoted as “chemical additive” on the MPL, that is used to facilitate mixing and compaction of HMA at a discharge temperature greater than 275°F.
- Compaction aid is allowed for use on all projects. Compaction aid is required when shown on the plans or as required in Section 341.4.7.1., “Weather Conditions.”
- Warm-mix foaming processes, denoted as “foaming process” on the MPL, may be used to facilitate mixing and compaction of HMA at target discharge temperatures greater than 275°F; however, warm-mix foaming processes are not defined as a compaction aid.
- 2.7. **Recycled Materials.** Use of RAP and RAS is permitted unless otherwise shown on the plans. Use of RAS is restricted to only intermediate and base mixes unless otherwise shown on the plans. Do not exceed the maximum allowable percentages of RAP and RAS in accordance with Table 4. The allowable percentages in accordance with Table 4 may be decreased or increased when shown on the plans. Determine the asphalt binder content and gradation of the RAP and RAS stockpiles for mixture design purposes in accordance with [Tex-236-F](#), Part I. The Engineer may verify the asphalt binder content of the stockpiles anytime during

production. Perform other tests on RAP and RAS when shown on the plans. Asphalt binder from RAP and RAS is designated as recycled asphalt binder. Calculate and ensure that the ratio of the recycled asphalt binder to total binder does not exceed the percentages in accordance with Table 5 during mixture design and HMA production when RAP or RAS is used. Use a separate cold feed bin for each stockpile of RAP and RAS during HMA production. Surface, intermediate, and base mixes referenced in Table 4 and Table 5 are defined as follows, unless otherwise shown on the plans.

- **Surface.** The final HMA lift placed at the top of the pavement structure.
- **Intermediate.** Mixtures placed below an HMA surface mix and less than or equal to 8.0 in. below the riding surface.
- **Base.** Mixtures placed greater than 8.0 in. below the riding surface. Unless otherwise shown on the plans, mixtures used for bond breaker are defined as base mixtures.

2.7.1. **RAP.** RAP is salvaged, milled, pulverized, broken, or crushed asphalt pavement. Fractionated RAP is defined as a stockpile that contains RAP material with at least 95.0% passing the 1/2-in. sieve, before burning in the ignition oven, unless otherwise approved. The Engineer may allow the Contractor to use an alternate to the 1/2-in. screen to fractionate the RAP.

Use of Contractor-owned RAP, including HMA plant waste, is permitted unless otherwise shown on the plans. Department-owned RAP stockpiles are available for the Contractor’s use when the stockpile locations are shown on the plans. If Department-owned RAP is available for the Contractor’s use, the Contractor may use Contractor-owned fractionated RAP and replace it with an equal quantity of Department-owned RAP. Department-owned RAP generated by required work on the Contract is available for the Contractor’s use when shown on the plans. Perform any necessary tests to ensure Contractor- or Department-owned RAP is appropriate for use. The Department will not perform any tests or assume any liability for the quality of the Department-owned RAP unless otherwise shown on the plans. The Contractor will retain ownership of RAP generated on the project when shown on the plans.

Do not use Department- or Contractor-owned RAP contaminated with dirt or other objectionable materials. Do not use Department- or Contractor-owned RAP if the decantation value exceeds 5% and the plasticity index is greater than 8. Test the stockpiled RAP for decantation in accordance with [Tex-406-A](#), Part I. Determine the plasticity index in accordance with [Tex-106-E](#) if the decantation value exceeds 5%. The decantation and plasticity index requirements do not apply to RAP samples with asphalt removed by extraction or ignition.

Do not intermingle Contractor-owned RAP stockpiles with Department-owned RAP stockpiles. Remove unused Contractor-owned RAP material from the project site upon completion of the project. Return unused Department-owned RAP to the designated stockpile location.

**Table 4**  
**Max Allowable Amounts of RAP<sup>1</sup>**

Max Allowable Fractionated RAP (%)		
Surface	Intermediate	Base
20.0	30.0	35.0

1. Must also meet the recycled binder to total binder ratio shown in Table 5.

2.7.2. **RAS.** RAS is defined as processed asphalt shingle material from manufacturing of asphalt roofing shingles or from re-roofing residential structures. Post-manufactured RAS is processed manufacturer’s shingle scrap byproduct. Post-consumer RAS is processed shingle scrap removed from residential structures. Use of post-manufactured RAS or post-consumer RAS (tear-offs) is not permitted in surface mixtures unless otherwise shown on the plans. RAS may be used in intermediate and base mixtures unless otherwise shown on the plans. Up to 3% RAS may be used separately or as a replacement for fractionated RAP in accordance with Table 4 and Table 5. RAS may be used separately or in conjunction with RAP. Comply with all regulatory requirements stipulated for RAS by TCEQ.

Process the RAS by ambient grinding or granulating such that 100% of the particles pass the 3/8-in. sieve when tested in accordance with [Tex-200-F](#), Part I. Perform a sieve analysis on processed RAS material before extraction (or ignition) of the asphalt binder.

Add sand meeting the requirements of Table 1 and Table 2, or fine RAP, to RAS stockpiles if needed to keep the processed material workable. Any stockpile that contains RAS will be considered a RAS stockpile and be limited to no more than 3.0% of the HMA mixture in accordance with Table 4.

Certify compliance of the RAS with [DMS-11000](#), "Evaluating and Using Nonhazardous Recyclable Materials Guidelines." Treat RAS as an established nonhazardous recyclable material if it has not come into contact with any hazardous materials. Use RAS from shingle sources on the MPL. Remove all materials that are not part of the shingle, such as wood, paper, metal, plastic, and felt paper, before use. Determine the deleterious content of RAS material for mixture design purposes in accordance with [Tex-217-F](#), Part III. Do not use RAS if deleterious materials are more than 0.5% of the stockpiled RAS, unless otherwise approved. Submit a sample for approval before submitting the mixture design. The Department will perform the testing for deleterious material of RAS to determine specification compliance.

- 2.8. **Substitute Binders.** No binder substitution will be allowed when shown on the plans. The Contractor may use a substitute PG binder shown in Table 5 instead of the PG binder originally specified, if using recycled materials, and if the substitute PG binder and mixture made with the substitute PG binder meet the following.
- The substitute binder meets the specification requirements for the substitute binder grade in accordance with Section 300.2.11., "Performance-Graded Binders."
  - The mixture has less than 10.0 mm of rutting on the Hamburg wheel test ([Tex-242-F](#)) after the number of passes required for the originally specified binder. Use of substitute PG binders may be allowed only at the discretion of the Engineer if the Hamburg wheel test results are between 10.0 mm and 12.5 mm.

**Table 5**  
**Allowable PG Binders and Max Recycled Binder Ratios**

Originally Specified PG Binder	Allowable Substitute PG Binder for Surface Mixes	Allowable Substitute PG Binder for Intermediate and Base Mixes	Maximum Ratio of Recycled Binder <sup>1</sup> to Total Binder (%)		
			Surface	Intermediate	Base
76-22	70-22	70-22	15.0	25.0	30.0
70-22	Note <sup>2</sup>	64-22	15.0	25.0	30.0
64-22	Note <sup>2</sup>	Note <sup>2</sup>	15.0	25.0	30.0
76-28	70-28	70-28	15.0	25.0	30.0
70-28	Note <sup>2</sup>	64-28	15.0	25.0	30.0
64-28	Note <sup>2</sup>	Note <sup>2</sup>	15.0	25.0	30.0

1. Combined recycled binder from RAP and RAS. RAS is not permitted in surface mixtures unless otherwise shown on the plans.
2. No binder substitution is allowed.

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### 3. EQUIPMENT

Provide required or necessary equipment in accordance with Item 320, "Equipment for Asphalt Concrete Pavement."

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### 4. CONSTRUCTION

Produce, haul, place, and compact the specified paving mixture. In addition to tests required in accordance with the Specification, the Contractor may perform other QC tests as necessary. Anytime during the project, the Engineer may perform production and placement tests as necessary in accordance with Item 5, "Control of the Work." Schedule and participate in a mandatory pre-paving meeting with the Engineer on or before the first day of paving unless otherwise shown on the plans.

- 4.1. **Certification.** Personnel certified by the Department-approved HMA certification program must conduct all mixture designs, sampling, and testing in accordance with Table 6. Supply the Engineer with a list of certified personnel and copies of their current certificates before beginning production and when personnel changes are made. Provide a mixture design developed and signed by a Level 2-certified specialist. Provide Level 1A-certified specialists at the plant during production operations. Provide Level 1B-certified specialists to conduct placement tests. Provide Level AGG101-certified specialists for aggregate testing.

**Table 6  
Test Methods, Test Responsibility, and Min Certification Levels**

Test Description	Test Method	Contractor	Engineer	Level <sup>1</sup>
<b>Aggregate and Recycled Material Testing</b>				
Sampling	<a href="#">Tex-221-F</a>	✓	✓	1A/AGG101
Dry sieve	<a href="#">Tex-200-F, Part I</a>	✓	✓	1A/AGG101
Washed sieve	<a href="#">Tex-200-F, Part II</a>	✓	✓	1A/AGG101
Deleterious material	<a href="#">Tex-217-F, Part I and Part III</a>	✓	✓	AGG101
Decantation	<a href="#">Tex-217-F, Part II</a>	✓	✓	AGG101
Los Angeles abrasion	<a href="#">Tex-410-A</a>	-	✓	Department
Magnesium sulfate soundness	<a href="#">Tex-411-A</a>	-	✓	Department
Micro-Deval abrasion	<a href="#">Tex-461-A</a>	-	✓	AGG101
Crushed face count	<a href="#">Tex-460-A</a>	✓	✓	AGG101
Flat and elongated particles	<a href="#">Tex-280-F</a>	✓	✓	AGG101
Linear shrinkage	<a href="#">Tex-107-E</a>	✓	✓	AGG101
Sand equivalent	<a href="#">Tex-203-F</a>	✓	✓	AGG101
Methylene blue test	<a href="#">Tex-252-F</a>	-	✓	Department
Bulk-specific gravity	<a href="#">Tex-201-F</a>	✓	✓	AGG101
Organic impurities	<a href="#">Tex-408-A</a>	✓	✓	AGG101
<b>Asphalt Binder and Tack Coat Sampling</b>				
Asphalt binder sampling	<a href="#">Tex-500-C, Part II</a>	✓	✓	1A/1B
Tack coat sampling	<a href="#">Tex-500-C, Part III</a>	✓	✓	1A/1B
<b>Mix Design and Verification</b>				
Design and job-mix formula (JMF) changes	<a href="#">Tex-204-F</a>	✓	✓	2
Mixing	<a href="#">Tex-205-F</a>	✓	✓	2
Molding (Superpave gyratory compactor [SGC])	<a href="#">Tex-241-F</a>	✓	✓	1A
Laboratory-molded density	<a href="#">Tex-207-F, Part I and Part VI</a>	✓	✓	1A
Rice gravity	<a href="#">Tex-227-F, Part II</a>	✓	✓	1A
Ignition oven correction factors <sup>2</sup>	<a href="#">Tex-236-F, Part II</a>	✓	✓	1A
Indirect tensile strength	<a href="#">Tex-226-F</a>	✓	✓	1A
Hamburg wheel test	<a href="#">Tex-242-F</a>	✓	✓	1A
Witnessing mixing of correction factors	<a href="#">Tex-236-F, Part III</a>	-	✓	Department
Boil test	<a href="#">Tex-530-C</a>	✓	✓	1A
<b>Production Testing</b>				
Selecting production random numbers	<a href="#">Tex-225-F, Part I</a>	-	✓	1A
Mixture sampling	<a href="#">Tex-222-F</a>	✓	✓	1A/1B
Molding (SGC)	<a href="#">Tex-241-F</a>	✓	✓	1A
Laboratory-molded density	<a href="#">Tex-207-F, Part I and Part VI</a>	✓	✓	1A
Rice gravity	<a href="#">Tex-227-F, Part II</a>	✓	✓	1A
Gradation and asphalt binder content <sup>2</sup>	<a href="#">Tex-236-F, Part I</a>	✓	✓	1A
Control charts	<a href="#">Tex-233-F</a>	✓	✓	1A
Moisture content	<a href="#">Tex-212-F, Part II</a>	✓	✓	1A/AGG101
Hamburg wheel test	<a href="#">Tex-242-F</a>	✓	✓	1A
Micro-Deval abrasion	<a href="#">Tex-461-A</a>	-	✓	AGG101
Boil test	<a href="#">Tex-530-C</a>	✓	✓	1A
Abson recovery	<a href="#">Tex-211-F</a>	-	✓	Department

Test Description	Test Method	Contractor	Engineer	Level <sup>1</sup>
<b>Placement Testing</b>				
Selecting placement random numbers	<a href="#">Tex-225-F</a> , Part II	-	✓	1B
Trimming roadway cores	<a href="#">Tex-251-F</a> , Part I and Part II	✓	✓	1A/1B
In-place air voids	<a href="#">Tex-207-F</a> , Part I and Part VI	✓	✓	1A
In-place density (nuclear method)	<a href="#">Tex-207-F</a> , Part III	✓	-	1B
Establish rolling pattern	<a href="#">Tex-207-F</a> , Part IV	✓	-	1B
Control charts	<a href="#">Tex-233-F</a>	✓	✓	1A
Ride quality measurement	<a href="#">Tex-1001-S</a>	✓	✓	Note <sup>3</sup>
Segregation (density profile)	<a href="#">Tex-207-F</a> , Part V	✓	✓	1B
Longitudinal joint density	<a href="#">Tex-207-F</a> , Part VII	✓	✓	1B
Thermal profile	<a href="#">Tex-244-F</a>	✓	-	1B
Shear bond strength test	<a href="#">Tex-249-F</a>	-	✓	Department

1. Levels 1A, 1B, AGG101, and 2 are certification levels provided by the Hot Mix Asphalt Center certification program.
2. Refer to Section 341.4.9.2.3., "Production Testing," for exceptions to using an ignition oven.
3. Profiler and operator are required to be certified at the Texas A&M Transportation Institute facility when surface test Type B is specified.

4.2. **Reporting and Responsibilities.** Use Department-provided templates to record and calculate all test data, including mixture design, production and placement QC and QA, control charts, thermal profiles, segregation density profiles, and longitudinal joint density. Obtain the current version of the templates from the Department’s website or from the Engineer. The Engineer and the Contractor will provide any available test results to the other party when requested. The maximum allowable time for the Contractor and Engineer to exchange test data is as shown in Table 7, unless otherwise approved. The Engineer and the Contractor will immediately report to the other party any test result that requires suspension of production or placement, or a payment adjustment less than 1.000, or that fails to meet the specification requirements. Record and electronically submit all test results and pertinent information on Department-provided templates.

Subsequent sublots placed after test results are available to the Contractor, which require suspension of operations, may be considered unauthorized work. Unauthorized work will be accepted or rejected at the discretion of the Engineer in accordance with Article 5.3., "Conformity with Plans, Specifications, and Special Provisions."

**Table 7  
Reporting Schedule**

Description	Reported By	Reported To	To Be Reported Within
<b>Production Quality Control</b>			
Gradation <sup>1</sup>	Contractor	Engineer	1 working day of completion of the subplot
Asphalt binder content <sup>1</sup>			
Laboratory-molded density <sup>2</sup>			
Moisture content <sup>3</sup>			
Boil test <sup>4</sup>			
<b>Production Quality Assurance</b>			
Gradation <sup>3</sup>	Engineer	Contractor	1 working day of completion of the subplot
Asphalt binder content <sup>3</sup>			
Laboratory-molded density <sup>1</sup>			
Hamburg wheel test <sup>5</sup>			
Boil test <sup>4</sup>			
Binder tests <sup>5</sup>			

Description	Reported By	Reported To	To Be Reported Within
<b>Placement Quality Control</b>			
In-place air voids <sup>2</sup>	Contractor	Engineer	1 working day of completion of the lot
Segregation <sup>1</sup>			
Longitudinal joint density <sup>1</sup>			
Thermal profile <sup>1</sup>			
<b>Placement Quality Assurance</b>			
In-place air voids <sup>1</sup>	Engineer	Contractor	1 working day after receiving the trimmed cores <sup>6</sup>
Segregation <sup>3</sup>			1 working day of completion of the lot
Longitudinal joint density <sup>3</sup>			
Thermal profile <sup>3</sup>			
Aging ratio <sup>5</sup>			
Shear bond strength test <sup>5</sup>	5 working days after receiving the cores		
Payment adjustment summary	Engineer	Contractor	2 working days of performing all required tests and receiving Contractor test data

1. These tests are required on every subplot.
2. Optional test. When performed on split samples, report the results as soon as they become available.
3. To be performed at the frequency shown in Table 16 or as shown on the plans.
4. When shown on the plans.
5. To be reported as soon as the results become available.
6. Two days are allowed if cores cannot be dried to constant weight within 1 day.

The Engineer will use the Department-provided template to calculate all payment adjustment factors for the lot. Sublot samples may be discarded after the Engineer and Contractor sign off on the payment adjustment summary documentation for the lot.

Use the procedures described in [Tex-233-F](#) to plot the results of all QC and QA testing. Update the control charts as soon as test results for each subplot become available. Make the control charts readily accessible at the field laboratory. The Engineer may suspend production for failure to update control charts.

- 4.3. **Quality Control Plan (QCP).** Develop and follow the QCP in detail. Obtain approval for changes to the QCP made during the project. The Engineer may suspend operations if the Contractor fails to comply with the QCP.

Submit a written QCP before the mandatory pre-paving meeting. Receive approval of the QCP before beginning production. Include the following items in the QCP.

- 4.3.1. **Project Personnel.** For project personnel, include:
- a list of individuals responsible for QC with authority to take corrective action,
  - current contact information for each individual listed, and
  - current copies of certification documents for individuals performing specified QC functions.
- 4.3.2. **Material Delivery and Storage.** For material delivery and storage, include:
- the sequence of material processing, delivery, and minimum quantities to assure continuous plant operations;
  - aggregate stockpiling procedures to avoid contamination and segregation;
  - frequency, type, and timing of aggregate stockpile testing to assure conformance with material requirements before mixture production; and
  - procedure for monitoring the quality and variability of asphalt binder.

4.3.3. **Production.** For production, include:

- loader operation procedures to avoid contamination in cold bins;
- procedures for calibrating and controlling cold feeds;
- procedures to eliminate debris or oversized material;
- procedures for adding and verifying rates of each applicable mixture component (e.g., aggregate, asphalt binder, RAP, RAS, lime, liquid antistriper, compaction aid, foaming process, and WMA);
- procedures for reporting job control test results; and
- procedures to avoid segregation and drain-down in the silo.

4.3.4. **Loading and Transporting.** For loading and transporting, include:

- type and application method for release agents, and
- truck-loading procedures to avoid segregation.

4.3.5. **Placement and Compaction.** For placement and compaction, include:

- proposed agenda for mandatory pre-paving meeting, including date and location;
- proposed paving plan (e.g., production rate, paving widths, joint offsets, and lift thicknesses);
- type and application method for release agents in the paver and on rollers, shovels, lutes, and other utensils;
- procedures for the transfer of mixture into the paver while avoiding physical and thermal segregation and preventing material spillage;
- process to balance production, delivery, paving, and compaction to achieve continuous placement operations and good ride quality;
- paver operations (e.g., speed, operation of wings, and height of mixture in auger chamber) to avoid physical and thermal segregation and other surface irregularities; and
- procedures to construct quality longitudinal and transverse joints.

4.4. **Mixture Design.**

4.4.1. **Design Requirements.** Use the dense-graded design procedure provided in [Tex-204-F](#), unless otherwise shown on the plans. Design the mixture to meet the requirements shown in Tables 1, 2, 3, 4, 5, 8, 9, and 10.

Design the mixture using an SGC, and 50 gyrations as the design number of gyrations ( $N_{design}$ ). Use a target laboratory-molded density of 96.0% to design the mixture; however, adjustments can be made to the  $N_{design}$  value as shown in Table 9. The  $N_{design}$  level may be reduced to at least 35 gyrations at the Contractor's discretion.

Use a Department-approved laboratory on the MPL to perform the Hamburg wheel test and provide results with the mixture design, or provide the laboratory mixture and request that the Department perform the Hamburg wheel test. Upon receiving the sample from the Contractor, the Engineer will be allowed 10 working days to provide the Contractor with Hamburg wheel test results on the laboratory mixture design.

The Engineer will provide the mixture design when shown on the plans. The Contractor may submit a new mixture design anytime during the project. The Engineer will verify and approve all mixture designs (JMF1) before the Contractor can begin production.

Provide the Engineer with a mixture design report using the Department-provided template. Include the following items in the report:

- the combined aggregate gradation, source, specific gravity, and percent of each material used;
- the binder source and optimum design asphalt content;
- asphalt binder content and aggregate gradation of RAP and RAS stockpiles;
- the  $N_{design}$  level used on the SGC;

- results of all applicable tests;
- the mixing and molding temperatures;
- the signature of the Level 2 person or persons who performed the design;
- the date the mixture design was performed; and
- a unique identification number for the mixture design.

**Table 8**  
**Master Gradation Limits (% Passing by Wt. or Volume) and Void in Mineral Aggregate (VMA) Requirements**

Sieve Size	DG-B Fine Base	DG-C Coarse Surface	DG-D Fine Surface	DG-F Fine Mixture
2"	—	—	—	—
1-1/2"	100.0 <sup>1</sup>	—	—	—
1"	98.0–100.0	100.0 <sup>1</sup>	—	—
3/4"	84.0–98.0	95.0–100.0	100.0 <sup>1</sup>	—
1/2"	—	—	98.0–100.0	100.0 <sup>1</sup>
3/8"	60.0–80.0	70.0–85.0	85.0–100.0	98.0–100.0
#4	40.0–60.0	43.0–63.0	50.0–70.0	70.0–90.0
#8	29.0–43.0	32.0–44.0	35.0–46.0	38.0–48.0
#30	13.0–28.0	14.0–28.0	15.0–29.0	12.0–27.0
#50	6.0–20.0	7.0–21.0	7.0–20.0	6.0–19.0
#200	2.0–7.0	2.0–7.0	2.0–7.0	2.0–7.0
<b>Design (VMA), % Min</b>				
—	13.0	14.0	15.0	16.0
<b>Production (Plant-Produced) (VMA), % Min</b>				
—	12.5	13.5	14.5	15.5

1. Defined as Max sieve size. No tolerance allowed.

**Table 9**  
**Laboratory Mixture Design Properties**

Mixture Property	Test Method	Requirement
Target laboratory-molded density, %	<a href="#">Tex-207-F</a>	96.0
Design gyrations (N <sub>design</sub> )	<a href="#">Tex-241-F</a>	50 <sup>1</sup>
Indirect tensile strength (dry), psi	<a href="#">Tex-226-F</a>	85–200 <sup>2</sup>
Boil test <sup>3</sup>	<a href="#">Tex-530-C</a>	—

1. Adjust within a range of 35–100 gyrations when shown on the plans, in accordance with the specification, or when mutually agreed between the Engineer and Contractor.
2. The Engineer may allow the indirect tensile test strength to exceed 200 psi if the corresponding Hamburg wheel rut depth is >2.5 mm and <12.5 mm.
3. When shown on the plans. Used to establish baseline for comparison to production results.

**Table 10**  
**Hamburg Wheel Test Requirements**

High-Temperature Binder Grade	Test Method	Min # of Passes at 12.5-mm <sup>1</sup> Rut Depth, Tested at 50°C
PG 64 or lower	<a href="#">Tex-242-F</a>	10,000 <sup>2</sup>
PG 70		15,000 <sup>3</sup>
PG 76 or higher		20,000

1. The Hamburg wheel test will have a minimum rut depth of 2.5 mm.
2. May be decreased to at least 5,000 passes when shown on the plans.
3. May be decreased to at least 10,000 passes when shown on the plans.

4.4.2. **Job-Mix Formula Approval.** The JMF is the combined aggregate gradation, N<sub>design</sub> level, and target asphalt percentage used to establish target values for hot-mix production. JMF1 is the original laboratory mixture design used to produce the trial batch. When WMA is used, JMF1 may be designed and submitted to the

Engineer without including the WMA additive, foaming process, or compaction aid. When WMA or a compaction aid is used, document the additive or process used and recommended rate in the JMF1 submittal. The Engineer and the Contractor will verify JMF1 based on plant-produced mixture from the trial batch, unless otherwise approved. The Engineer may accept an existing mixture design previously used on a Department project and may waive the trial batch to verify JMF1. The Department may require the Contractor to reimburse the Department for verification tests if more than two trial batches per design are required.

4.4.2.1. **Contractor's Responsibilities.**

4.4.2.1.1. **Providing Superpave Gyrotory Compactor.** Provide an SGC in accordance with Item 504, "Field Office and Laboratory," and make the SGC available to the Engineer for use in molding production samples.

4.4.2.1.2. **Gyrotory Compactor Correlation Factors.** Use [Tex-206-F](#), Part II, to perform a gyrotory compactor correlation when the Engineer uses a different SGC. Apply the correlation factor to all subsequent production test results.

4.4.2.1.3. **Submitting JMF1.** Furnish a mix design report (JMF1) with representative samples of all component materials and request approval to produce the trial batch. Provide approximately 25 lb. of the design mixture if opting to have the Department perform the Hamburg wheel test on the laboratory mixture, and request that the Department perform the test.

4.4.2.1.4. **Supplying Aggregates.** Provide approximately 40 lb. of each aggregate stockpile unless otherwise directed.

4.4.2.1.5. **Supplying Asphalt.** Provide at least 1 gal. of the asphalt material and enough quantities of any additives proposed for use.

4.4.2.1.6. **Ignition Oven Correction Factors.** Notify the Engineer before performing [Tex-236-F](#), Part II. Allow the Engineer to witness the mixing of ignition oven correction factor sample. Determine the aggregate and asphalt correction factors from the ignition oven in accordance with [Tex-236-F](#), Part II.

If the Engineer witnesses the mixing of the ignition oven correction factor samples, provide the Engineer with identically prepared samples of the mixtures before the trial batch production, including all additives (except water), and blank samples used to determine the correction factors for the ignition oven used for QA testing during production.

Correction factors established from a previously approved mixture design may be used for the current mixture design if the mixture design and ignition oven are the same as previously used, unless otherwise directed. Correction factors must be performed every 12 mo.

4.4.2.1.7. **Boil Test.** When shown on the plans, perform the test and retain the tested sample from [Tex-530-C](#) until completion of the project or as directed. Use this sample for comparison purposes during production.

4.4.2.1.8. **Trial Batch Production.** Provide a plant-produced trial batch upon receiving conditional approval of JMF1 and authorization to produce a trial batch. If applicable, include the WMA additive, foaming process, or compaction aid for verification testing of JMF1 and development of JMF2. Produce a trial batch mixture that meets the requirements shown in Tables 4, 5, and 11. The Engineer may accept test results from recent production of the same mixture instead of a new trial batch.

4.4.2.1.9. **Trial Batch Production Equipment.** Use only equipment and materials proposed for use on the project to produce the trial batch.

4.4.2.1.10. **Trial Batch Quantity.** Produce enough quantity of the trial batch to ensure that the mixture meets the specification requirements.

- 4.4.2.1.11. **Number of Trial Batches.** Produce trial batches as necessary to obtain a mixture that meets the specification requirements.
- 4.4.2.1.12. **Trial Batch Sampling.** Obtain a representative sample of the trial batch and split it into three equal portions in accordance with [Tex-222-F](#). Label these portions as “Contractor,” “Engineer,” and “Referee.” Deliver samples to the appropriate laboratory as directed.
- 4.4.2.1.13. **Trial Batch Testing.** Test the trial batch to ensure the mixture produced using the proposed JMF1 meets the mixture requirements shown in Table 11. Ensure the trial batch mixture is also in compliance with the Hamburg wheel requirement shown in Table 10. Use a Department-approved laboratory listed on the MPL to perform the Hamburg wheel test on the trial batch mixture, or request that the Department perform the Hamburg wheel test. Provide approximately 25 lb. of the trial batch mixture if opting to have the Department perform the Hamburg wheel test, and request that the Department perform the test. Upon receiving the sample from the Contractor, the Engineer will be allowed 10 working days to provide the Contractor with Hamburg wheel test results on the trial batch. Provide the Engineer with a copy of the trial batch test results.
- 4.4.2.1.14. **Development of JMF2.** After the Engineer grants full approval of JMF1, evaluate the trial batch test results, determine the optimum mixture proportions, and submit as JMF2. Adjust the asphalt binder content or gradation to achieve the specified target laboratory-molded density. The asphalt binder content established for JMF2 is not required to be within any tolerance of the optimum asphalt binder content established for JMF1; however, mixture produced using JMF2 must meet the VMA requirements for production shown in Table 8. If the optimum asphalt binder content for JMF2 is more than 0.5% lower than the optimum asphalt binder content for JMF1, the Engineer may perform or require the Contractor to perform [Tex-226-F](#) on Lot 1 production to confirm the indirect tensile strength does not exceed 200 psi. Verify that JMF2 meets the mixture requirements shown in Table 4 and Table 5.
- 4.4.2.1.15. **Mixture Production.** Use JMF2 to produce Lot 1 in accordance with Section 341.4.9.3.1.1., “Lot 1 Placement,” after receiving approval for JMF2 and a passing Hamburg wheel result on the trial batch from a laboratory listed on the MPL. Once JMF2 is approved, and without receiving the results from the Department’s Hamburg wheel test on the trial batch, the Contractor may proceed to Lot 1 production at their own risk.
- Notify the Engineer if electing to proceed without Hamburg wheel test results from the trial batch. Note that the Engineer may require up to the entire subplot of any mixture failing the Hamburg wheel test to be removed and replaced at the Contractor’s expense.
- 4.4.2.1.16. **Development of JMF3.** Evaluate the test results from Lot 1, determine the optimum mixture proportions, and submit as JMF3 for use in Lot 2.
- 4.4.2.1.17. **JMF Adjustments.** If JMF adjustments are necessary to achieve the specified requirements, make the adjustments before beginning a new lot. The adjusted JMF must:
- be provided to the Engineer in writing before the start of a new lot,
  - be numbered in sequence to the previous JMF,
  - meet the mixture requirements in accordance with Table 4 and Table 5,
  - meet the master gradation limits in accordance with Table 8, and
  - be within the operational tolerances of JMF2 in accordance with Table 11.
- 4.4.2.1.18. **Requesting Referee Testing.** Use referee testing, if needed, in accordance with Section 341.4.9.1., “Referee Testing,” to resolve testing differences with the Engineer.

**Table 11  
Operational Tolerances**

Description	Test Method	Allowable Difference Between JMF2 and JMF1 Target <sup>1</sup>	Allowable Difference Between Current JMF and JMF2 <sup>2</sup>	Allowable Difference Between Contractor and Engineer <sup>3</sup>
Individual % retained on #8 sieve and larger	<a href="#">Tex-200-F</a> or <a href="#">Tex-236-F</a>	Must be Within Master Gradation Limits in Table 8	±5.04	±5.0
Individual % retained on sieves smaller than #8 and larger than #200			±3.04	±3.0
% passing the #200 sieve			±2.04	±1.6
Asphalt binder content, %	<a href="#">Tex-236-F</a>	±0.5	±0.3	±0.3
Laboratory-molded density, %	<a href="#">Tex-207-F</a>	±1.0	±1.0	±1.0
In-place air voids, %		–	–	±1.0
Laboratory-molded bulk specific gravity		–	–	±0.020
VMA, %, Min	<a href="#">Tex-204-F</a>	Note <sup>5</sup>	Note <sup>5</sup>	–
Theoretical maximum specific (Rice) gravity	<a href="#">Tex-227-F</a>	–	–	±0.020

1. JMF1 is the approved laboratory mixture design used for producing the trial batch. JMF2 is the approved mixture design developed from the trial batch used to produce Lot 1.
2. Current JMF is JMF3 or higher. JMF3 is the approved mixture design used to produce Lot 2.
3. Contractor may request referee testing when values exceed these tolerances.
4. When within these tolerances, mixture production gradations may fall outside the master gradation limits; however, the % passing the #200 will be considered out of tolerance when outside the master gradation limits.
5. Verify that Table 8 requirements are met for VMA.

**4.4.2.2. Engineer’s Responsibilities.**

**4.4.2.2.1. Superpave Gyrotory Compactor.** The Engineer will use a Department SGC, calibrated in accordance with [Tex-241-F](#), to mold samples for laboratory mixture design verification. For molding trial batch and production specimens, the Engineer will use the Contractor-provided SGC at the field laboratory or provide and use a Department SGC at an alternate location.

**4.4.2.2.2. Conditional Approval of JMF1 and Authorizing Trial Batch.** The Engineer will review and verify conformance with the following information within 2 working days of receipt:

- the Contractor’s mix design report (JMF1);
- the Contractor-provided Hamburg wheel test results;
- all required materials including aggregates, asphalt, additives, and recycled materials; and
- the mixture specifications.

The Engineer will grant the Contractor conditional approval of JMF1 if the information provided on the paper copy of JMF1 indicates that the Contractor’s mixture design meets the specifications. When the Contractor does not provide Hamburg wheel test results with laboratory mixture design, 10 working days are allowed for conditional approval of JMF1. The Engineer will base full approval of JMF1 on the test results on mixture from the trial batch.

Unless waived, the Engineer will determine the Micro-Deval abrasion loss in accordance with Section 341.2.1.1.2., “Micro-Deval Abrasion.” If the Engineer’s test results are pending after 2 working days, conditional approval of JMF1 will still be granted within 2 working days of receiving JMF1. When the Engineer’s test results become available, they will be used for specification compliance.

The Contractor is authorized to produce a trial batch after the Engineer grants conditional approval of JMF1.

**4.4.2.2.3. Hamburg Wheel Testing of JMF1.** If the Contractor requests the option to have the Department perform the Hamburg wheel test on the laboratory mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg wheel test requirement shown in Table 10. Upon receiving the sample from the Contractor, the Engineer will be allowed 10 working days to provide the Contractor with Hamburg wheel test results on the laboratory mixture design.

- 4.4.2.2.4. **Ignition Oven Correction Factors.** The Engineer will determine ignition oven correction factors by one of the following options.
- Witness the mixing of ignition oven correction factor samples by the Contractor in accordance with [Tex-236-F](#), Part III. The Engineer will use the identically prepared samples provided by the Contractor to determine the aggregate and asphalt correction factors for the ignition oven in accordance with [Tex-236-F](#), Part II.
  - If the Engineer does not witness the mixing of ignition oven correction factor samples, the Engineer will prepare the samples to determine the aggregate and asphalt correction factors for the ignition oven in accordance with [Tex-236-F](#), Part II. Notify the Contractor before performing [Tex-236-F](#), Part II. Allow the Contractor to witness the Engineer performing [Tex-236-F](#), Part II.

Correction factors must be performed every 12 mo. to be used for QA testing during production.

- 4.4.2.2.5. **Testing the Trial Batch.** Within 1 full working day, the Engineer will sample and test the trial batch to ensure that the mixture meets the requirements shown in Table 11. If the Contractor requests the option to have the Department perform the Hamburg wheel test on the trial batch mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg wheel test requirement shown in Table 10.

The Engineer will have the option to perform the following tests on the trial batch.

- [Tex-226-F](#), to verify that the indirect tensile strength meets the requirement shown in Table 9.
  - [Tex-530-C](#), to retain and use for comparison purposes during production.
- 4.4.2.2.6. **Full Approval of JMF1.** The Engineer will grant full approval of JMF1 and authorize the Contractor to proceed with developing JMF2 if the Engineer's results for the trial batch meet the requirements shown in Tables 8, 9, and 10. The Engineer will notify the Contractor that an additional trial batch is required if the trial batch does not meet these requirements.
- 4.4.2.2.7. **Approval of JMF2.** The Engineer will approve JMF2 within 1 working day if the mixture meets the requirements shown in Table 5 and Table 8. The asphalt binder content established for JMF2 is not required to be within any tolerance of the optimum asphalt binder content established for JMF1; however, mixture produced using JMF2 must meet the VMA requirements shown in Table 8. If the optimum asphalt binder content for JMF2 is more than 0.5% lower than the optimum asphalt binder content for JMF1, the Engineer may perform or require the Contractor to perform [Tex-226-F](#) on Lot 1 production to confirm the indirect tensile strength does not exceed 200 psi.
- 4.4.2.2.8. **Approval of Lot 1 Production.** The Engineer will authorize the Contractor to proceed with JMF2 for Lot 1 production after a passing Hamburg wheel test result on the trial batch is achieved from a laboratory listed on the MPL. The Contractor may proceed at their own risk with Lot 1 production without the results from the Hamburg wheel test on the trial batch.

If the Department-approved laboratory's sample from the trial batch fails the Hamburg wheel test, the Engineer will suspend production until further Hamburg wheel tests meet the specified values. The Engineer may require up to the entire subplot of any mixture failing the Hamburg wheel test be removed and replaced at the Contractor's expense.

- 4.4.2.2.9. **Approval of JMF3 and Subsequent JMF Changes.** JMF3 and subsequent JMF changes are approved if they meet the mixture requirements shown in Table 4 and Table 5, and the master gradation limits shown in Table 8, and they are within the operational tolerances of JMF2 shown in Table 11. The addition of a WMA additive to facilitate mixing or as a compaction aid does not require a new laboratory mixture design or trial batch. Current JMF changes that exceed the operational tolerances of JMF2 in accordance with Table 11 may require a new laboratory mixture design, trial batch, or both.

- 4.5. **Production Operations.** Perform a new trial batch when the plant or plant location is changed. All source changes for asphalt will require a passing Hamburg wheel test result from a laboratory listed on the MPL. The Contractor may proceed at their own risk with Lot 1 production without the results from the Hamburg wheel test on the trial batch. All aggregate source changes will require a new laboratory mixture design and trial batch. Take corrective action and receive approval to proceed after any production suspension for noncompliance with the specification. Submit a new mix design and perform a new trial batch when the asphalt binder content of:
- any RAP stockpile used in the mix is more than 0.5% higher than the value shown in the mixture design report, or
  - RAS stockpile used in the mix is more than 2.0% higher than the value shown in the mixture design report.

- 4.5.1. **Storage and Heating of Materials.** Do not heat the asphalt binder above the temperatures specified in Item 300, or outside the manufacturer’s recommended values. Provide the Engineer with daily records of asphalt binder and HMA discharge temperatures (in legible and discernible increments) in accordance with Item 320, unless otherwise directed. Do not store mixture for a period long enough to affect the quality of the mixture, nor in any case longer than 12 hr. unless otherwise approved.

- 4.5.2. **Mixing and Discharge of Materials.** Notify the Engineer of the target discharge temperature and produce the mixture within 25°F of the target. Monitor the temperature of the material in the truck before shipping to ensure that it does not exceed the maximum production temperatures shown in Table 12. The Department will not pay for or allow placement of any mixture produced above the maximum production temperatures shown in Table 12.

**Table 12**  
**Max Production Temperature**

High-Temperature Binder Grade <sup>1</sup>	Max Production Temperature (°F)
PG 64	325 <sup>2</sup>
PG 70	335 <sup>2</sup>
PG 76	345 <sup>2</sup>

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The Max production temperature of WMA is 275°F.

Produce WMA within the target discharge temperature range of 215–275°F when WMA is required. Take corrective action anytime the discharge temperature of the WMA exceeds the target discharge range. The Engineer may suspend production operations if the Contractor’s corrective action is not successful at controlling the production temperature within the target discharge range. Note that when WMA is produced, it may be necessary to adjust burners to ensure complete combustion such that no burner fuel residue remains in the mixture.

Control the mixing time and temperature so that substantially all moisture is removed from the mixture before discharging from the plant. Determine the moisture content, if requested, by oven-drying in accordance with [Tex-212-F](#), Part II, and verify that the mixture contains no more than 0.2% of moisture by weight. Obtain the sample immediately after discharging the mixture into the truck and perform the test promptly.

- 4.6. **Hauling Operations.** Clean all truck beds before use to ensure that mixture is not contaminated. Use a release agent listed on the MPL to coat the inside bed of the truck when necessary. Do not use diesel or any release agent not listed on the MPL.

Use equipment for hauling as defined in Section 341.4.7.3.3., “Hauling Equipment.” Use other hauling equipment only when allowed.

4.7. **Placement Operations.** Collect haul tickets from each load of mixture delivered to the project and provide the Department’s copy to the Engineer approximately every hour, or as directed. Use a handheld thermal camera or infrared thermometer, when a thermal imaging system is not used, to measure and record the internal temperature of the mixture as discharged from the truck or material transfer device (MTD) before or as the mix enters the paver. Measure the mixture temperature at a minimum frequency of one per ten trucks, or as approved. Include an approximate station number or Global Positioning System coordinates of the location where the temperature was taken on each ticket. Ensure the mixture meets the temperature requirements shown in Table 12. Calculate the daily yield and cumulative yield for the specified lift and provide to the Engineer at the end of paving operations for each day unless otherwise directed. The Engineer may suspend production if the Contractor fails to produce and provide haul tickets and yield calculations by the end of paving operations for each day.

Prepare the surface by removing raised pavement markers and objectionable material such as moisture, dirt, sand, leaves, and other loose impediments from the surface before placing mixture. Remove vegetation from pavement edges. Place the mixture to meet the typical section requirements and produce a smooth, finished surface with a uniform appearance and texture. Offset longitudinal joints of successive courses of hot mix by at least 6 in. Place mixture so that longitudinal joints on the surface course coincide within 6 in. of lane lines, are not placed in the wheel path, or will not be covered with pavement markings, or as directed. Ensure that all finished surfaces will drain properly. Place the mixture at the rate or thickness shown on the plans. The Engineer will use the guidelines shown in Table 13 to determine the compacted lift thickness of each layer when multiple lifts are required. The thickness determined is based on the rate of 110 lb. per square yard for each inch of pavement, unless otherwise shown on the plans.

**Table 13  
Compacted Lift Thickness and Required Core Height**

Mixture Type	Compacted Lift Thickness Guidelines		Min Untrimmed Core Height Eligible for Testing (in.)
	Min (in.)	Max (in.)	
DG-B	2.50	5.00	1.75
DG-C	2.00	4.00	1.50
DG-D	1.50	3.00	1.25
DG-F	1.25	2.50	1.25

4.7.1. **Weather Conditions.**

4.7.1.1. **When Using a Thermal Imaging System.** Place mixture when the roadway surface is dry and the roadway surface temperature is at or above the temperatures shown in Table 14A, unless otherwise approved or as shown on the plans. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. Provide output data from the thermal imaging system to demonstrate to the Engineer that no recurring severe thermal segregation exists in accordance with Section 341.4.7.3.1.2., “Thermal Imaging System.”

**Table 14A  
Min Pavement Surface Temperatures**

High-Temperature Binder Grade <sup>1</sup>	Min Pavement Surface Temperatures (°F)	
	Subsurface Layers	Surface Layers
PG 64	35	40
PG 70	45 <sup>2</sup>	50 <sup>2</sup>
PG 76	45 <sup>2</sup>	50 <sup>2</sup>

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The Contractor may pave at temperatures 10°F lower than these values when a chemical WMA additive is used as a compaction aid in the mixture or when using WMA.

4.7.1.2. **When Not Using a Thermal Imaging System.** When using a thermal camera instead of the thermal imaging system, place mixture when the roadway surface temperature is at or above the temperatures shown in

Table 14B, unless otherwise approved or as shown on the plans. Measure the roadway surface temperature using a handheld thermal camera or infrared thermometer. The Engineer may allow mixture placement to begin before the roadway surface reaches the required temperature if conditions are such that the roadway surface will reach the required temperature within 2 hr. of beginning placement operations. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer.

**Table 14B**  
**Min Pavement Surface Temperatures**

High-Temperature Binder Grade <sup>1</sup>	Min Pavement Surface Temperatures (°F)	
	Subsurface Layers	Surface Layers
PG 64	45	50
PG 70	55 <sup>2</sup>	60 <sup>2</sup>
PG 76	60 <sup>2</sup>	60 <sup>2</sup>

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The Contractor may pave at temperatures 10°F lower than these values when a chemical WMA additive is used as a compaction aid in the mixture, when using WMA, or when using a paving process with equipment that eliminates thermal segregation. In such cases, for each subplot and in the presence of the Engineer, use a handheld thermal camera operated in accordance with [Tex-244-F](#) to demonstrate to the satisfaction of the Engineer that the uncompacted mat has no more than 10°F of thermal segregation.

#### 4.7.2. Tack Coat.

4.7.2.1. **Application.** Clean the surface before placing the tack coat. The Engineer will set the rate between 0.04 and 0.10 gal. of residual asphalt per square yard of surface area. Apply a uniform tack coat at the specified rate unless otherwise directed. Apply the tack coat in a uniform manner to avoid streaks and other irregular patterns. Apply the tack coat to all surfaces that will come in contact with the subsequent HMA placement, unless otherwise directed. Apply adequate overlap of the tack coat in the longitudinal direction during placement of the mat to ensure bond of adjacent mats, unless otherwise directed. Allow adequate time for emulsion to break completely before placing any material. Prevent splattering of tack coat when placed adjacent to curb, gutter, and structures. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use, unless required in conformance with the manufacturer's recommendation for approved TRAIL product use, or when shown on the plans.

4.7.2.2. **Sampling.** The Engineer will obtain at least one sample of the tack coat binder per project per source in accordance with [Tex-500-C](#), Part III, and test it to verify compliance with Item 300. The Engineer will notify the Contractor when the sampling will occur and will witness the collection of the sample from the asphalt distributor immediately before use. Label the can with the corresponding lot and subplot numbers, producer, producer facility location, grade, district, date sampled, all applicable bills of lading (if available), and project information, including highway and control-section-job (CSJ) number. For emulsions, the Engineer may test as often as necessary to ensure the residual of the emulsion is greater than or equal to the specification requirement in Item 300.

4.7.3. **Lay-Down Operations.** Use the placement temperatures shown in Table 15 to establish the minimum placement temperature of the mixture delivered to the paving operation.

**Table 15**  
**Min Mixture Placement Temperature**

High-Temperature Binder Grade <sup>1</sup>	Min Placement Temperature <sup>2,3,4</sup> (°F)
PG 64	260
PG 70	270
PG 76	280

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The mixture temperature must be measured using a handheld thermal camera or infrared thermometer immediately before entering MTD or paver.
3. Min placement temperatures may be reduced 20°F if using a chemical WMA additive as a compaction aid, MTD with remixing capabilities, or paver hopper insert with remixing capabilities.
4. When using WMA, the minimum placement temperature is 215°F.

4.7.3.1. **Thermal Profile.** Use a handheld thermal camera or a thermal imaging system to obtain a continuous thermal profile in accordance with [Tex-244-F](#). Thermal profiles are not applicable in areas described in Section 341.4.9.3.1.4., “Miscellaneous Areas.”

4.7.3.1.1. **Thermal Segregation.**

4.7.3.1.1.1. **Moderate.** Any areas that have a temperature differential greater than 25°F, but not exceeding 50°F.

4.7.3.1.1.2. **Severe.** Any areas that have a temperature differential greater than 50°F.

4.7.3.1.2. **Thermal Imaging System.** Review the output results when a thermal imaging system is used, and provide the automated report described in [Tex-244-F](#) to the Engineer daily, unless otherwise directed. Modify the paving process as necessary to eliminate any recurring (moderate or severe) thermal segregation identified by the thermal imaging system.

The Engineer may suspend paving operations if the Contractor cannot successfully modify the paving process to eliminate recurring severe thermal segregation. Density profiles are not required and not applicable when using a thermal imaging system.

Provide the Engineer with electronic copies of all daily data files that can be used with the thermal imaging system software to generate temperature profile plots daily or as requested.

4.7.3.1.3. **Thermal Camera.** Provide the Engineer with the thermal profile of every subplot within 1 working day of the completion of each lot. When requested by the Engineer, provide the thermal images generated using the thermal camera. Report the results of each thermal profile in accordance with Section 341.4.2., “Reporting and Responsibilities.” The Engineer will use a handheld thermal camera to obtain a thermal profile at least once per project.

Take immediate corrective action to eliminate recurring moderate thermal segregation when a handheld thermal camera is used.

Suspend operations and take immediate corrective action to eliminate severe thermal segregation unless otherwise directed. Resume operations when the Engineer determines that subsequent production will meet the requirements of this Section. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that contains severe thermal segregation. Evaluate areas with severe thermal segregation by performing density profiles in accordance with Section 341.4.9.3.3.3., “Segregation (Density Profile).” Remove and replace the material in any areas that have severe thermal segregation and a failing result for segregation (density profile), unless otherwise directed. The subplot in question may receive a production and placement payment adjustment greater than 1.000, if applicable, when the defective material is successfully removed and replaced.

- 4.7.3.2. **Windrow Operations.** Operate windrow pickup equipment so that when hot mix is placed in windrows, substantially all the mixture deposited on the roadbed is picked up and loaded into the paver.
- 4.7.3.3. **Hauling Equipment.** Use belly dump, live-bottom, or end dump trucks to haul and transfer mixture. Except for paving miscellaneous areas, end dump trucks are allowed only when used in conjunction with an MTD with remixing capability or when a thermal imaging system is used, unless otherwise approved.
- 4.7.3.4. **Screed Heaters.** Turn off screed heaters to prevent overheating of the mat if the paver stops for more than 5 min. The Engineer may evaluate the suspect area in accordance with Section 341.4.9.3.3.5., "Recovered Asphalt Dynamic Shear Rheometer (DSR)," if the screed heater remains on for more than 5 min. while the paver is stopped.
- 4.8. **Compaction.** Compact the pavement uniformly to contain between 3.8% and 8.5% in-place air voids. Take immediate corrective action to bring the operation within 3.8% and 8.5% when the in-place air voids exceed the range of these tolerances. The Engineer will allow paving to resume when the proposed corrective action is likely to yield between 3.8% and 8.5% in-place air voids.
- Obtain cores in areas placed under exempt production, as directed, at locations determined by the Engineer. The Engineer may test these cores and suspend operations or require removal and replacement if the in-place air voids are less than 2.7% or more than 9.9%. Areas defined in Section 341.4.9.3.1.4., "Miscellaneous Areas," are not subject to in-place air void determination.
- Furnish the type, size, and number of rollers necessary to ensure desired compaction. Use additional rollers as required to remove any roller marks. Use only water or an approved release agent on rollers, tamps, and other compaction equipment unless otherwise directed.
- Use the control strip method shown in [Tex-207-E](#), Part IV, on the first day of production to establish the rolling pattern that will produce the desired in-place air voids, unless otherwise directed.
- Use tamps to thoroughly compact the edges of the pavement along curbs, headers, and similar structures and in locations that will not allow thorough compaction using rollers. The Engineer may require rolling using a trench roller on widened areas, in trenches, and in other limited areas.
- Complete all compaction operations using breakdown rollers before the pavement temperature drops below 180°F, unless otherwise allowed. Compaction using a pneumatic or light finish roller operated in static mode is allowed for pavement temperatures above 160°F.
- Allow the compacted pavement to cool to 160°F or lower before opening to traffic, unless otherwise directed. Sprinkle the finished mat with water or limewater, when directed, to expedite opening the roadway to traffic.
- 4.9. **Acceptance Plan.** Payment adjustments for the material will be in accordance with Article 341.6., "Payment."
- Sample and test the hot mix on a lot and subplot basis. Suspend production if the production payment factor shown in Section 341.6.1., "Production Payment Adjustment Factors," or the placement payment factor shown in Section 341.6.2., "Placement Payment Adjustment Factors," for two consecutive lots is below 1.000. Resume production once test results or other information indicates to the satisfaction of the Engineer that the next material produced or placed will result in payment factors of at least 1.000.
- 4.9.1. **Referee Testing.** The Materials and Tests Division is the referee laboratory. The Contractor may request referee testing if a "remove and replace" condition is determined based on the Engineer's test results, or if the differences between Contractor and Engineer test results exceed the maximum allowable difference in accordance with Table 11 and the differences cannot be resolved. The Contractor may also request referee testing if the Engineer's test results require suspension of production and the Contractor's test results are within specification limits. Make the request within 5 working days after receiving test results and cores from the Engineer. Referee tests will be performed only on the subplot in question and only for the tests in question.

Allow 10 working days from the time the referee laboratory receives the samples for test results to be reported. The Department may require the Contractor to reimburse the Department for referee tests if more than three referee tests per project are required and the Engineer's test results are closer to the referee test results than the Contractor's test results.

The Materials and Tests Division will determine the laboratory-molded density based on the molded specific gravity and the maximum theoretical specific gravity of the referee sample. The in-place air voids will be determined based on the bulk specific gravity of the cores, as determined by the referee laboratory, and the Engineer's average maximum theoretical specific gravity for the lot. Except for "remove and replace" conditions, referee test results are final and will establish payment adjustment factors for the subplot in question. The Contractor may decline referee testing and accept the Engineer's test results when the placement payment adjustment factor for any subplot results in a "remove and replace" condition. Placement sublots subject to be removed and replaced will be further evaluated in accordance with Section 341.6.2.2., "Placement Sublots Subject to Removal and Replacement."

#### 4.9.2. **Production Acceptance.**

4.9.2.1. **Production Lot.** A production lot consists of four equal sublots. The default quantity for Lot 1 is 1,000 ton; however, when requested by the Contractor, the Engineer may increase the quantity for Lot 1 to no more than 4,000 ton. The Engineer will select subsequent lot sizes based on the anticipated daily production such that approximately three–four sublots are produced each day. The lot size will be between 1,000 ton and 4,000 ton. The Engineer may change the lot size before the Contractor begins any lot.

If the optimum asphalt binder content for JMF2 is more than 0.5% lower than the optimum asphalt binder content for JMF1, the Engineer may perform or require the Contractor to perform [Tex-226-F](#) on Lot 1 to confirm the indirect tensile strength does not exceed 200 psi. Take corrective action to bring the mixture within specification compliance if the indirect tensile strength exceeds 200 psi, unless otherwise directed.

4.9.2.1.1. **Incomplete Production Lots.** If a lot is begun but cannot be completed, such as on the last day of production or in other circumstances deemed appropriate, the Engineer may close the lot. Adjust the payment for the incomplete lot in accordance with Section 341.6.1., "Production Payment Adjustment Factors." Close all lots within 5 working days unless otherwise allowed.

#### 4.9.2.2. **Production Sampling.**

4.9.2.2.1. **Mixture Sampling.** The Engineer will perform or witness the sampling of production sublots from trucks at the plant in accordance with [Tex-222-F](#). The sampler will split each sample into three equal portions in accordance with [Tex-200-F](#) and label these portions as "Contractor," "Engineer," and "Referee." The Engineer will perform or witness the sample splitting and take immediate possession of the samples labeled "Engineer" and "Referee." The Engineer will maintain the custody of the samples labeled "Engineer" and "Referee" until the Department's testing is completed.

4.9.2.2.1.1. **Random Sample.** At the beginning of the project, the Engineer will select random numbers for all production sublots. Determine sample locations in accordance with [Tex-225-F](#). Take one sample for each subplot at the randomly selected location. The Engineer will perform or witness the sampling of production sublots.

4.9.2.2.1.2. **Blind Sample.** For one subplot per lot, the Engineer will sample, split, and test a "blind" production sample instead of the random sample collected by the Contractor. The location of the Engineer's "blind" sample will not be disclosed to the Contractor before sampling. The Engineer's "blind" sample may be randomly selected in accordance with [Tex-225-F](#) for any subplot or selected at the discretion of the Engineer. The Engineer may sample and test an additional blind sample when the random sampling process does not result in obtaining a sample.

For one subplot per lot, the Contractor must obtain from the Engineer a "blind" production sample collected by the Engineer. If desired, the Contractor may witness the collection of blind samples. Test either the "blind" or

the random sample; however, referee testing for the subplot (if applicable) will be based on a comparison of results from the “blind” sample.

- 4.9.2.2.2. **Asphalt Binder Sampling.** The Engineer will witness the Contractor obtain a 1-qt. sample of the asphalt binder for each lot of mixture produced. The Contractor will notify the Engineer when the sampling will occur. Obtain the sample at approximately the same time the mixture random sample is obtained. Sample from a port located immediately upstream from the mixing drum or pug mill and upstream from the introduction of any additives in accordance with [Tex-500-C](#), Part II. Label the can with the corresponding lot and subplot numbers, producer name, producer facility, grade, District, date sampled, all applicable bills of lading (if available), and project information, including highway and CSJ number. The Engineer will retain these samples for 1 yr. The Engineer may also obtain independent samples. If obtaining an independent asphalt binder sample and upon request of the Contractor, the Engineer will split a sample of the asphalt binder with the Contractor.

At least once per project, the Engineer will collect split samples of each binder grade and source used. The Engineer will submit one split sample to the Materials and Tests Division to verify compliance with Item 300, and will retain the other split sample for 1 yr.

- 4.9.2.3. **Production Testing.** The Contractor and Engineer must perform production tests shown in Table 16. The Contractor has the option to verify the Engineer’s test results on split samples provided by the Engineer. Determine compliance with operational tolerances shown in Table 11 for all sublots.

Take immediate corrective action if the Engineer’s laboratory-molded density on any subplot is less than 95.0% or greater than 97.0% to bring the mixture within these tolerances. The Engineer may suspend operations if the Contractor’s corrective actions do not produce acceptable results. The Engineer will allow production to resume when the proposed corrective action is likely to yield acceptable results.

The Engineer may allow alternate methods for determining the asphalt binder content and aggregate gradation if the aggregate mineralogy is such that [Tex-236-F](#), Part I does not yield reliable results. Provide evidence that results from [Tex-236-F](#), Part I are not reliable before requesting permission to use an alternate method unless otherwise directed. Use the applicable test procedure as directed if an alternate test method is allowed.

**Table 16  
Production and Placement Testing Frequency**

Description	Test Method	Min Contractor Testing Frequency	Min Engineer Testing Frequency
Individual % retained on #8 sieve and larger	<a href="#">Tex-200-F</a> or <a href="#">Tex-236-F</a>	1 per subplot	1 per 12 sublots <sup>1</sup>
Individual % retained on sieves smaller than #8 and larger than #200			
% passing #200 sieve			
Laboratory-molded density	<a href="#">Tex-207-F</a>	-	1 per subplot <sup>1</sup>
Laboratory-molded bulk specific gravity			
In-place air voids			
VMA	<a href="#">Tex-204-F</a>		
Segregation (density profile)	<a href="#">Tex-207-F</a> , Part V	1 per subplot <sup>2</sup>	1 per project
Longitudinal joint density	<a href="#">Tex-207-F</a> , Part VII	1 per subplot <sup>3</sup>	1 per project
Moisture content	<a href="#">Tex-212-F</a> , Part II	When directed	1 per project
Theoretical maximum specific (Rice) gravity	<a href="#">Tex-227-F</a>	-	1 per subplot <sup>1</sup>
Asphalt binder content	<a href="#">Tex-236-F</a>	1 per subplot	1 per lot <sup>1</sup>
Thermal profile	<a href="#">Tex-244-F</a>	1 per subplot <sup>2</sup>	1 per project
Hamburg wheel test	<a href="#">Tex-242-F</a>	-	
Deleterious in RAS <sup>4</sup>	<a href="#">Tex-217-F</a> , Part III	-	
Asphalt binder sampling and testing <sup>4,5</sup>	<a href="#">Tex-500-C</a> , Part II	-	
Tack coat sampling and testing	<a href="#">Tex-500-C</a> , Part III	-	
Boil test <sup>6</sup>	<a href="#">Tex-530-C</a>	1 per lot	
Shear bond strength test <sup>7</sup>	<a href="#">Tex-249-F</a>	-	

1. For production defined in Section 341.4.9.4., "Exempt Production," the Engineer will perform one test per day if 100 ton or more is produced. For exempt production, no testing is required when < 100 ton is produced.
2. To be performed in the presence of the Engineer when not using the thermal imaging system, unless otherwise approved.
3. To be performed in the presence of the Engineer.
4. Testing performed by the Materials and Tests Division or designated laboratory.
5. Sampling performed by the Contractor. The Engineer will witness sampling and retain the samples for 1 yr.
6. When shown on the plans.
7. Testing performed by the Materials and Tests Division or District for informational purposes on a sample obtained by the Contractor within the first four lots of the project.

4.9.2.4. **Operational Tolerances.** Control the production process within the operational tolerances shown in Table 11. When production is suspended, the Engineer will allow production to resume when test results or other information indicates the next mixture produced will be within the operational tolerances.

4.9.2.4.1. **Gradation.** Suspend operation and take corrective action if any aggregate is retained on the maximum sieve size shown in Table 8. A subplot is defined as out of tolerance if either the Engineer's or the Contractor's test results are out of operational tolerance. Suspend production when test results for gradation exceed the operational tolerances shown in Table 11 for three consecutive sublots on the same sieve or four consecutive sublots on any sieve, unless otherwise directed. The consecutive sublots may be from more than one lot.

4.9.2.4.2. **Asphalt Binder Content.** A subplot is defined as out of operational tolerance if either the Engineer's or the Contractor's test results exceed the values shown in Table 11. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that is out of operational tolerance for asphalt binder content. Suspend production and shipment of the mixture if the Engineer's or the Contractor's asphalt binder content deviates from the current JMF by more than 0.5% for any subplot.

4.9.2.4.3. **VMAs.** The Engineer will determine the VMA for every subplot. For sublots when the Engineer does not determine asphalt binder content, the Engineer will use the asphalt binder content results from QC testing performed by the Contractor to determine VMA.

Take immediate corrective action if the VMA value for any subplot is less than the minimum VMA requirement for production shown in Table 8. Suspend production and shipment of the mixture if the Engineer's VMA results on two consecutive sublots are below the minimum VMA requirement for production shown in Table 8. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that does not meet the minimum VMA requirement for production shown in Table 8 based on the Engineer's VMA determination.

Suspend production and shipment of the mixture if the Engineer's VMA result is more than 0.5% below the minimum VMA requirement for production shown in Table 8. In addition to suspending production, the Engineer may require removal and replacement or may allow the subplot to be left in place without payment.

- 4.9.2.4.4. **Hamburg Wheel Test.** The Engineer may perform a Hamburg wheel test on plant-produced mixture anytime during production. Suspend production until further Hamburg wheel tests meet the specified values when the production samples fail the Hamburg wheel test criteria shown in Table 10. The Engineer may require up to the entire subplot of any mixture failing the Hamburg wheel test to be removed and replaced at the Contractor's expense.

If the Department-approved laboratory's Hamburg wheel test on plant-produced mixture results in a "remove and replace" condition, the Contractor may request that the Materials and Tests Division determine the final disposition of the material in question by re-testing the failing material.

- 4.9.2.5. **Individual Loads of Hot Mix.** The Engineer may reject individual truckloads of hot mix. When a load of hot mix is rejected for reasons other than temperature, contamination, or excessive uncoated particles, the Contractor may request that the rejected load be tested. Make this request within 4 hr. of rejection. The Engineer will sample and test the mixture. If test results are within the operational tolerances shown in Table 11, payment will be made for the load. If test results are not within operational tolerances, no payment will be made for the load.

4.9.3. **Placement Acceptance.**

- 4.9.3.1. **Placement Lot.** A placement lot consists of four placement sublots. A placement subplot consists of the area placed during a production subplot.

- 4.9.3.1.1. **Lot 1 Placement.** Placement payment adjustments greater than 1.000 for Lot 1 will be in accordance with Section 341.6.2., "Placement Payment Adjustment Factors"; however, no placement adjustment less than 1.000 will be assessed for any subplot placed in Lot 1 when the in-place air voids are greater than or equal to 2.7% and less than or equal to 9.9%. Remove and replace any subplot with in-place air voids less than 2.7% or greater than 9.9%.

- 4.9.3.1.2. **Incomplete Placement Lots.** An incomplete placement lot consists of the area placed as described in Section 341.4.9.2.1.1., "Incomplete Production Lots," excluding areas defined in Section 341.4.9.3.1.4., "Miscellaneous Areas." Placement sampling is required if the random sample plan for production resulted in a sample being obtained from an incomplete production subplot.

- 4.9.3.1.3. **Shoulders, Ramps, Etc.** Shoulders, ramps, intersections, acceleration lanes, deceleration lanes, and turn lanes are subject to in-place air void determination and payment adjustments unless shown on the plans as not eligible for in-place air void determination. Intersections may be considered miscellaneous areas when determined by the Engineer.

- 4.9.3.1.4. **Miscellaneous Areas.** Miscellaneous areas include areas that typically involve significant handwork or discontinuous paving operations, such as temporary detours, driveways, mailbox turnouts, crossovers, gores, spot level-up areas, pavement repair sections less than 300 ft., and other similar areas. Temporary detours are subject to in-place air void determination when shown on the plans. Miscellaneous areas also include level-ups and thin overlays when the layer thickness shown on the plans is less than the minimum untrimmed core height eligible for testing in accordance with Table 13. The specified layer thickness is based

on the rate of 110 lb. per square yard for each inch of pavement unless another rate is shown on the plans. When "Level Up" is listed as part of the bid item description, a payment adjustment factor of 1.000 will be assigned for all placement sublots as described in Article 341.6., "Payment." Miscellaneous areas are not eligible for random placement sampling locations. Compact miscellaneous areas in accordance with Section 341.4.8., "Compaction." Miscellaneous areas are not subject to in-place air void determination, thermal profiles testing, segregation (density profiles), or longitudinal joint density evaluations.

- 4.9.3.2. **Placement Sampling.** The Engineer will select random numbers for all placement sublots at the beginning of the project. The Engineer will provide the Contractor with the placement random numbers only immediately after the subplot is completed. Mark the roadway location at the completion of each subplot and record the station number. Determine one random sample location for each placement subplot in accordance with [Tex-225-F](#). Adjust the random sample location by no more than necessary to achieve a 2-ft. clearance if the location is within 2 ft. of a joint or pavement edge.

Shoulders, ramps, intersections, acceleration lanes, deceleration lanes, and turn lanes are always eligible for selection as a random sample location; however, if a random sample location falls on one of these areas and the area is shown on the plans as not subject to in-place air void determination, cores will not be taken for the subplot and a 1.000 pay factor will be assigned to that subplot.

Provide the equipment and means to obtain and trim roadway cores onsite. Onsite is defined as in close proximity to where the cores are taken. Obtain the cores within 1 working day of the time the placement subplot is completed, unless otherwise approved. Obtain two 6-in. diameter cores side-by-side from within 1 ft. of the random location provided for the placement subplot. Mark the cores for identification, measure and record the untrimmed core height, and provide the information to the Engineer. The Engineer will witness the coring operation and measurement of the core thickness. Visually inspect each core and verify that the current paving layer is bonded to the underlying layer. Take corrective action if an adequate bond does not exist between the current and underlying layer to ensure that an adequate bond will be achieved during subsequent placement operations.

Trim the cores immediately after obtaining them from the roadway in accordance with [Tex-251-F](#) if the core heights meet the minimum untrimmed value in accordance with Table 13. Trim the cores onsite in the presence of the Engineer. Use a permanent marker or paint pen to record the lot and subplot numbers on each core, as well as the designation as Core A or Core B. The Engineer may require additional information to be marked on the core and may choose to sign or initial the core. The Engineer will take custody of the cores immediately after witnessing the trimming of the cores and will retain custody of the cores until the Department's testing is completed. Before turning the trimmed cores over to the Engineer, the Contractor may wrap the trimmed cores or secure them in a manner that will reduce the risk of possible damage occurring during transport by the Engineer. After testing, the Engineer will return the cores to the Contractor.

The Engineer may have the cores transported back to the Department's laboratory at the HMA plant via the Contractor's haul truck or other designated vehicle. In such cases where the cores will be out of the Engineer's possession during transport, the Engineer will use Department-provided security bags and the Protocol for Roadway Core Custody located on the Department's website to provide a secure means and process that protect the integrity of the cores during transport.

Decide whether to include the pair of cores in the air void determination for that subplot if the core height before trimming is less than the minimum untrimmed value shown in Table 13. Trim the cores in accordance with [Tex-251-F](#) before delivering to the Engineer if electing to have the cores included in the air void determination. If electing to not have the cores included in air void determination, inform the Engineer of the decision, and deliver untrimmed cores to the Engineer. The placement pay factor for the subplot will be 1.000 if cores will not be included in air void determination.

Instead of the Contractor trimming the cores onsite immediately after coring, the Engineer and the Contractor may mutually agree to have the trimming operations performed at an alternate location, such as a field laboratory or other similar location. In such cases, the Engineer will take possession of the cores immediately

after they are obtained from the roadway and will retain custody of the cores until testing is completed. Either the Department or Contractor representative may perform trimming of the cores. The Engineer will witness all trimming operations in cases where the Contractor representative performs the trimming operation.

Dry the core holes and tack the sides and bottom immediately after obtaining the cores. Fill the hole with the same type of mixture and properly compact the mixture. Repair core holes using other methods when approved.

4.9.3.3. **Placement Testing.** Perform placement tests in accordance with Table 16. After the Engineer returns the cores, the Contractor may test the cores to verify the Engineer's test results for in-place air voids. The allowable differences between the Contractor's and Engineer's test results are shown in Table 11.

4.9.3.3.1. **In-Place Air Voids.** The Engineer will measure in-place air voids in accordance with [Tex-207-F](#) and [Tex-227-F](#). Before drying to a constant weight, cores may be pre-dried using a CoreDry or similar vacuum device to remove excess moisture. The Engineer will average the values obtained for all sublots in the production lot to determine the theoretical maximum specific gravity. The Engineer will use the average air void content for in-place air voids.

The Engineer will use the vacuum method to seal the core if required in accordance with [Tex-207-F](#). The Engineer will use the test results from the unsealed core to determine the placement payment adjustment factor if the sealed core yields a higher specific gravity than the unsealed core. After determining the in-place air void content, the Engineer will return the cores and provide test results to the Contractor.

4.9.3.3.2. **Informational Shear Bond Strength Testing.** The Engineer will select one random subplot within the first four lots of the project for shear bond strength testing. Obtain full-depth cores in accordance with [Tex-249-F](#) unless the HMA is being placed directly on concrete pavement. Label the cores with lot and subplot numbers and provide to the Engineer. Inspector must use pertinent Department form to document the CSJ number, producer of the tack coat, mix type, and shot rate. The Engineer will ship the cores to the Materials and Tests Division or District laboratory for shear bond strength testing. Results from these tests will not be used for specification compliance.

4.9.3.3.3. **Segregation (Density Profile).** Test for segregation using density profiles in accordance with [Tex-207-F](#), Part V. Density profiles are not required and are not applicable when using a thermal imaging system. Density profiles are not applicable in areas described in Section 341.4.9.3.1.4., "Miscellaneous Areas."

Perform at least one density profile per subplot. Perform additional density profiles when any of the following conditions occur, unless otherwise approved:

- areas that are identified by either the Contractor or the Engineer with severe thermal segregation,
- any visibly segregated areas that exist,
- the paver stops due to lack of material being delivered to the paving operations and the temperature of the uncompacted mat before the initial breakdown rolling is less than the temperatures shown in Table 17.

**Table 17**  
**Min Uncompacted Mat Temperature Requiring Segregation Profile<sup>1</sup>**

High-Temperature Binder Grade <sup>2</sup>	Min Temperature of Uncompacted Mat Allowed Before Initial Breakdown Rolling <sup>3,4,5</sup> (°F)
PG 64	<250
PG 70	<260
PG 76	<270

1. Applicable only to paver stops that occur due to lack of material being delivered to the paving operations and when not using a thermal imaging system.
2. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
3. The surface of the uncompacted mat must be measured using a handheld thermal camera or infrared thermometer.
4. Min uncompacted mat temperature requiring a segregation profile may be reduced 20°F if using a chemical WMA additive as a compaction aid, MTD with remixing capabilities, or paver hopper insert with remixing capabilities.
5. When using WMA, the Min uncompacted mat temperature requiring a segregation profile is 215°F.

Provide the Engineer with the density profile of every subplot in the lot within 1 working day of the completion of each lot. Report the results of each density profile in accordance with Section 341.4.2., "Reporting and Responsibilities."

The density profile is considered failing if it exceeds the tolerances shown in Table 18. When a thermal imaging system is not used, the Engineer will measure the density profile at least once per project. The Engineer's density profile results will be used when available. The Engineer may require the Contractor to remove and replace the area in question if the area fails the density profile and has surface irregularities as defined in Section 341.4.9.3.3.6., "Irregularities." The subplot in question may receive a production and placement payment adjustment greater than 1.000, if applicable, when the defective material is successfully removed and replaced.

Investigate density profile failures and take corrective actions during production and placement to eliminate the segregation. Suspend production if two consecutive density profiles fail unless otherwise approved. Resume production after the Engineer approves changes to production or placement methods.

**Table 18**  
**Segregation (Density Profile) Acceptance Criteria**

Mixture Type	Max Allowable Density Range (highest to lowest, pcf)	Max Allowable Density Range (average to lowest, pcf)
DG-B	8.0	5.0
DG-C, DG-D, and DG-F	6.0	3.0

4.9.3.3.4. **Longitudinal Joint Density.**

4.9.3.3.4.1. **Informational Tests.** Perform joint density evaluations while establishing the rolling pattern and verify that the joint density is no more than 3.0 pcf below the density taken at or near the center of the mat. Adjust the rolling pattern, if needed, to achieve the desired joint density. Perform additional joint density evaluations, at least once per subplot, unless otherwise directed.

4.9.3.3.4.2. **Record Tests.** Perform a joint density evaluation for each subplot at each pavement edge that is or will become a longitudinal joint. Joint density evaluations are not applicable in areas described in Section 341.4.9.3.1.4., "Miscellaneous Areas." Determine the joint density in accordance with [Tex-207-F](#), Part VII. Record the joint density information and submit results on Department forms to the Engineer. The evaluation is considered failing if the joint density is more than 3.0 pcf below the density taken at the core random sample location and

the correlated joint density is less than 90.0%. The Engineer will make independent joint density verification at least once per project and may make independent joint density verifications at the random sample locations. The Engineer's joint density test results will be used when available.

Provide the Engineer with the joint density of every subplot in the lot within 1 working day of the completion of each lot. Report the results of each joint density in accordance with Section 341.4.2., "Reporting and Responsibilities."

Investigate joint density failures and take corrective actions during production and placement to improve the joint density. Suspend production if the evaluations on two consecutive sublots fail, unless otherwise approved. Resume production after the Engineer approves changes to production or placement methods.

4.9.3.3.5. **Recovered Asphalt Dynamic Shear Rheometer (DSR).** The Engineer may take production samples or cores from suspect areas of the project to determine recovered asphalt properties. Asphalt binders with an aging ratio greater than 3.5 do not meet the requirements for recovered asphalt properties and may be deemed defective when tested and evaluated by the Materials and Tests Division. The aging ratio is the DSR value of the extracted binder divided by the DSR value of the original unaged binder. Obtain DSR values in accordance with AASHTO T 315 at the specified high-temperature PG of the asphalt. The Engineer may require removal and replacement of the defective material at the Contractor's expense. The asphalt binder will be recovered for testing from production samples or cores in accordance with [Tex-211-F](#).

4.9.3.3.6. **Irregularities.** Identify and correct irregularities, including segregation, rutting, raveling, flushing, fat spots, mat slippage, irregular color, irregular texture, roller marks, tears, gouges, streaks, uncoated aggregate particles, or broken aggregate particles. The Engineer may also identify irregularities, and in such cases, the Engineer will promptly notify the Contractor. If the Engineer determines that the irregularity will adversely affect pavement performance, the Engineer may require the Contractor to remove and replace (at the Contractor's expense) areas of the pavement that contain irregularities. The Engineer may also require the Contractor to remove and replace (at the Contractor's expense) areas where the mixture does not bond to the existing pavement.

If irregularities are detected, the Engineer may require the Contractor to immediately suspend operations or may allow the Contractor to continue operations for no more than 1 day while the Contractor is taking appropriate corrective action.

4.9.4. **Exempt Production.** The mixture may be deemed as exempt production when mutually agreed upon between the Engineer and the Contractor, or when shown on the plans. Exempt production may be used for the following conditions.

- Anticipated daily production is less than 500 ton.
- Total production for the project is less than 5,000 ton.
- Pavement repair sections are equal to or greater than 300 ft. For pavement repair sections less than 300 ft., refer to Section 341.4.9.3.1.4., "Miscellaneous Areas."

Exempt production is not eligible for referee testing. For exempt production, the Contractor is relieved of all production and placement QC and QA sampling and testing requirements, except for coring operations when required by the Engineer. When mutually agreed upon between the Engineer and the Contractor, production sampling will be allowed at the point of delivery. When 100 ton or more per day is produced, the Engineer must perform acceptance tests for production and placement in accordance with Table 16. If the specification requirements listed below are met, the production and placement pay factors are 1.000:

- produce, haul, place, and compact the mixture in compliance with the specification and as directed;
- control mixture production to yield a laboratory-molded density that is within  $\pm 1.0\%$  of the target laboratory-molded density as tested by the Engineer;
- compact the mixture in accordance with Section 341.4.8., "Compaction;"

- when a thermal imaging system is not used, the Engineer may perform segregation (density profiles) and thermal profiles in accordance with the specification; and
- all other specification requirements.

4.9.5. **Ride Quality.** Measure ride quality in accordance with Item 585, "Ride Quality for Pavement Surfaces," unless otherwise shown on the plans.

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## 5. MEASUREMENT

5.1. **Dense-Graded HMA.** Hot mix will be measured by the ton of composite hot mix, which includes asphalt, aggregate, and additives. Measure the weight on scales in accordance with Item 520, "Weighing and Measuring Equipment."

5.2. **Tack Coat.** Tack coat will be measured at the applied temperature by strapping the tank before and after road application and determining the net volume in gallons from the calibrated distributor. The Engineer will witness all strapping operations for volume determination. All tack, including emulsions, will be measured by the gallon applied.

The Engineer may allow the use of a metering device to determine asphalt volume used and application rate if the device is accurate within 1.5% of the strapped volume.

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## 6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under Section 341.5.1., "Dense-Graded HMA," will be paid for at the unit price bid for "Dense-Graded Hot-Mix Asphalt" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Section 341.5.2., "Tack Coat," will be paid for at the unit price bid for "Tack Coat" of the tack coat provided. These prices are full compensation for materials, placement, equipment, labor, tools, and incidentals. Payment adjustments will be applied as determined in accordance with this Item; however, a payment adjustment factor of 1.000 will be assigned for all placement sublots for level-ups only when "Level Up" is listed as part of the bid item description. A payment adjustment factor of 1.000 will be assigned to all production and placement sublots when "Exempt" is listed as part of the bid item description, and all testing requirements are met.

Payment for each subplot, including applicable payment adjustments greater than 1.000, will be paid only for sublots when the Contractor supplies the Engineer with the required documentation for production and placement QC and QA, thermal profiles, segregation density profiles, and longitudinal joint densities in accordance with Section 341.4.2., "Reporting and Responsibilities." When a thermal imaging system is used, documentation is not required for segregation density profiles on individual sublots; however, the thermal imaging system automated reports described in [Tex-244-F](#) are required.

Trial batches will not be paid for unless they are included in pavement work approved by the Department.

Payment adjustment for ride quality will be determined in accordance with Item 585.

6.1. **Production Payment Adjustment Factors.** The production payment adjustment factor is based on the laboratory-molded density using the Engineer's test results. The bulk specific gravities of the samples from each subplot will be divided by the Engineer's maximum theoretical specific gravity for the subplot. The individual sample densities for the subplot will be averaged to determine the production payment adjustment factor in accordance with Table 19 for each subplot, using the deviation from the target laboratory-molded

density in accordance with Table 9. The production payment adjustment factor for completed lots will be the average of the payment adjustment factors for the four sublots sampled within that lot.

**Table 19**  
**Production Payment Adjustment Factors for Laboratory-Molded Density<sup>1</sup>**

Absolute Deviation from Target Laboratory-Molded Density	Production Payment Adjustment Factor (Target Laboratory-Molded Density)
0.0	1.050
0.1	1.050
0.2	1.050
0.3	1.044
0.4	1.038
0.5	1.031
0.6	1.025
0.7	1.019
0.8	1.013
0.9	1.006
1.0	1.000
1.1	0.965
1.2	0.930
1.3	0.895
1.4	0.860
1.5	0.825
1.6	0.790
1.7	0.755
1.8	0.720
>1.8	Remove and replace

1. If the Engineer’s laboratory-molded density on any subplot is <95.0% or >97.0%, take immediate corrective action to bring the mixture within these tolerances. The Engineer may suspend operations if the Contractor’s corrective actions do not produce acceptable results. The Engineer will allow production to resume when the proposed corrective action is likely to yield acceptable results.

6.1.1. **Payment for Incomplete Production Lots.** Production payment adjustments for incomplete lots, described under Section 341.4.9.2.1.1., “Incomplete Production Lots,” will be calculated using the average production payment factors from all sublots sampled.

A production payment factor of 1.000 will be assigned to any lot when the random sampling plan did not result in collection of any samples within the first subplot.

6.1.2. **Production Sublots Subject to Removal and Replacement.** If after referee testing the laboratory-molded density for any subplot results in a “remove and replace” condition as shown in Table 19, the Engineer may require removal and replacement or may allow the subplot to be left in place without payment. The Engineer may also accept the subplot in accordance with Section 5.3.1., “Acceptance of Defective or Unauthorized Work.” Replacement material meeting the requirements of this Item will be paid for in accordance with this Section.

6.2. **Placement Payment Adjustment Factors.** The placement payment adjustment factor is based on in-place air voids using the Engineer’s test results. The bulk specific gravities of the cores from each subplot will be divided by the Engineer’s average maximum theoretical specific gravity for the lot. The individual core densities for the subplot will be averaged to determine the placement payment adjustment factor in accordance with Table 20 for each subplot that requires in-place air void measurement. A placement payment adjustment factor of 1.000 will be assigned to the entire subplot when the random sample location falls in an area shown on the plans as not subject to in-place air void determination. A placement payment adjustment factor of 1.000 will be assigned to quantities placed in areas described in Section 341.4.9.3.1.4., “Miscellaneous Areas.” The placement payment adjustment factor for completed lots will be the average of the placement payment adjustment factors for up to four sublots within that lot.

**Table 20  
Placement Payment Adjustment Factors for In-Place Air Voids**

In-Place Air Voids	Placement Pay Adjustment Factor	In-Place Air Voids	Placement Payment Adjustment Factor
<2.7	Remove and replace	6.4	1.042
2.7	0.710	6.5	1.040
2.8	0.740	6.6	1.038
2.9	0.770	6.7	1.036
3.0	0.800	6.8	1.034
3.1	0.830	6.9	1.032
3.2	0.860	7.0	1.030
3.3	0.890	7.1	1.028
3.4	0.920	7.2	1.026
3.5	0.950	7.3	1.024
3.6	0.980	7.4	1.022
3.7	0.998	7.5	1.020
3.8	1.002	7.6	1.018
3.9	1.006	7.7	1.016
4.0	1.010	7.8	1.014
4.1	1.014	7.9	1.012
4.2	1.018	8.0	1.010
4.3	1.022	8.1	1.008
4.4	1.026	8.2	1.006
4.5	1.030	8.3	1.004
4.6	1.034	8.4	1.002
4.7	1.038	8.5	1.000
4.8	1.042	8.6	0.998
4.9	1.046	8.7	0.996
5.0	1.050	8.8	0.994
5.1	1.050	8.9	0.992
5.2	1.050	9.0	0.990
5.3	1.050	9.1	0.960
5.4	1.050	9.2	0.930
5.5	1.050	9.3	0.900
5.6	1.050	9.4	0.870
5.7	1.050	9.5	0.840
5.8	1.050	9.6	0.810
5.9	1.050	9.7	0.780
6.0	1.050	9.8	0.750
6.1	1.048	9.9	0.720
6.2	1.046	>9.9	Remove and replace
6.3	1.044	-	-

6.2.1. **Payment for Incomplete Placement Lots.** Payment adjustments for incomplete placement lots described under Section 341.4.9.3.1.2., “Incomplete Placement Lots,” will be calculated using the average of the placement payment factors from all sublots sampled and sublots where the random location falls in an area shown on the plans as not eligible for in-place air void determination.

If the random sampling plan results in production samples, but not in placement samples, the random core location and placement adjustment factor for the sublot will be determined by applying the placement random number to the length of the sublot placed.

If the random sampling plan results in placement samples, but not in production samples, no placement adjustment factor will apply for that sublot placed.

A placement payment adjustment factor of 1.000 will be assigned to any lot when the random sampling plan did not result in collection of any production samples.

- 6.2.2. **Placement Sublots Subject to Removal and Replacement.** If after referee testing the placement payment adjustment factor for any subplot results in a “remove and replace” condition as shown in Table 20, the Engineer will choose the location of two cores to be taken within 3 ft. of the original failing core location. The Contractor must obtain the cores in the presence of the Engineer. The Engineer will take immediate possession of the untrimmed cores and submit the untrimmed cores to the Materials and Tests Division, where they will be trimmed, if necessary, and tested for bulk specific gravity within 10 working days of receipt.

The bulk specific gravity of each core from each subplot will be divided by the Engineer’s average maximum theoretical specific gravity for the lot. The individual core densities for the subplot will be averaged to determine the new payment adjustment factor of the subplot in question. If the new payment adjustment factor is 0.720 or greater, the new payment adjustment factor will apply to that subplot. If the new payment adjustment factor is less than 0.720, no payment will be made for the subplot. Remove and replace the failing subplot, or the Engineer may allow the subplot to be left in place without payment. The Engineer may also accept the subplot in accordance with Section 5.3.1., “Acceptance of Defective or Unauthorized Work.” Replacement material meeting the requirements of this Item will be paid for in accordance with this Section.

- 6.3. **Total Adjusted Pay (TAP) Calculation.** TAP will be based on the applicable payment adjustment factors for production and placement for each lot.

$$TAP = (A+B)/2$$

where:

$A = \text{Bid price} \times \text{production lot quantity} \times \text{average payment adjustment factor for the production lot}$

$B = \text{Bid price} \times \text{placement lot quantity} \times \text{average payment adjustment factor for the placement lot} + (\text{bid price} \times \text{quantity placed in miscellaneous areas} \times 1.000)$

$\text{Production lot quantity} = \text{Quantity actually placed} - \text{quantity left in place without payment}$

$\text{Placement lot quantity} = \text{Quantity actually placed} - \text{quantity left in place without payment} - \text{quantity placed in miscellaneous areas}$

# Item 360

## Concrete Pavement



### 1. DESCRIPTION

Construct hydraulic cement concrete pavement with or without curbs on the concrete pavement.

### 2. MATERIALS

- 2.1. **Hydraulic Cement Concrete.** Provide hydraulic cement concrete in accordance with Item 421, "Hydraulic Cement Concrete." Use compressive strength testing unless otherwise shown on the plans. Provide Class P concrete designed to meet a minimum average compressive strength of 3,200 psi or a minimum average flexural strength of 450 psi at 7 days or a minimum average compressive strength of 4,000 psi or a minimum average flexural strength of 570 psi at 28 days. Test in accordance with Tex-448-A or Tex-418-A.

Obtain written approval if the concrete mix design exceeds 520 lb. of cementitious material.

Use coarse aggregates for continuously reinforced concrete pavements to produce concrete with a coefficient of thermal expansion not more than  $5.5 \times 10^{-6}$  in./in./°F. Provide satisfactory Tex-428-A test data from an approved testing laboratory if the coarse aggregate coefficient of thermal expansion listed on the Department's *Concrete Rated Source Quality Catalog* is not equal to or less than  $5.5 \times 10^{-6}$  in./in./°F.

Provide Class HES concrete for very early opening of small pavement areas or leave-outs to traffic when shown on the plans or allowed. Design Class HES to meet the requirements of Class P and a minimum average compressive strength of 3,200 psi or a minimum average flexural strength of 450 psi in 24 hr., unless other early strength and time requirements are shown on the plans or allowed.

Use Class A or P concrete for curbs that are placed separately from the pavement. Provide concrete that is workable and cohesive, possesses satisfactory finishing qualities, and conforms to the mix design and mix design slump.

- 2.2. **Reinforcing Steel.** Provide Grade 60 or above, deformed steel for bar reinforcement in accordance with Item 440, "Reinforcement for Concrete." Provide positioning and supporting devices (baskets and chairs) capable of securing and holding the reinforcing steel in proper position before and during paving. Provide corrosion protection when shown on the plans.
- 2.2.1. **Dowels.** Provide smooth, straight dowels of the size shown on the plans, free of burrs, and conforming to the requirements of Item 440, "Reinforcement for Concrete." Coat dowels with a thin film of grease, wax, silicone or other approved de-bonding material. Provide dowel caps on the lubricated end of each dowel bar used in an expansion joint. Provide dowel caps filled with a soft compressible material with enough range of movement to allow complete closure of the expansion joint.
- 2.2.2. **Tie Bars.** Provide straight deformed steel tie bars. Provide either multiple-piece tie bars or single-piece tie bars as shown on the plans. Furnish multiple piece tie bar assemblies from the list of approved multiple-piece tie bars that have been prequalified in accordance with DMS-4515 "Multiple Piece Tie Bars for Concrete Pavements," when used. Multiple-piece tie bars used on individual projects must be sampled in accordance with Tex-711-I, and tested in accordance with DMS-4515 "Multiple Piece Tie Bars for Concrete Pavements."
- 2.3. **Alternative Reinforcing Materials.** Provide reinforcement materials of the dimensions and with the physical properties specified when allowed or required by the plans. Provide manufacturer's certification of required material properties.

- 2.4. **Curing Materials.** Provide Type 2 membrane curing compound conforming to DMS-4650, "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants." Provide SS-1 emulsified asphalt conforming to Item 300, "Asphalts, Oils, and Emulsions," for concrete pavement to be overlaid with asphalt concrete under this Contract unless otherwise shown on the plans or approved. Provide materials for other methods of curing conforming to the requirements of Item 422, "Concrete Superstructures." Provide insulating blankets for curing fast track concrete pavement with a minimum thermal resistance (R) rating of 0.5 hour-square foot F/BTU. Use insulating blankets that are free from tears and are in good condition.
- 2.5. **Epoxy.** Provide Type III, Class C epoxy in accordance with DMS-6100, "Epoxies and Adhesives," for installing all drilled-in reinforcing steel. Submit a work plan and request approval for the use of epoxy types other than Type III, Class C.
- 2.6. **Evaporation Retardant.** Provide evaporation retardant conforming to DMS-4650., "Hydraulic Cement Concrete Curing Materials and Evaporation Retardants."
- 2.7. **Joint Sealants and Fillers.** Provide Class 5 or Class 8 joint-sealant materials and fillers unless otherwise shown on the plans or approved and other sealant materials of the size, shape, and type shown on the plans in accordance with DMS-6310, "Joint Sealants and Fillers."

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### 3. EQUIPMENT

Furnish and maintain all equipment in good working condition. Use measuring, mixing, and delivery equipment conforming to the requirements of Item 421, "Hydraulic Cement Concrete." Obtain approval for other equipment used.

- 3.1. **Placing, Consolidating, and Finishing Equipment.** Provide approved self-propelled paving equipment that uniformly distributes the concrete with minimal segregation and provides a smooth machine-finished consolidated concrete pavement conforming to plan line and grade. Provide an approved automatic grade control system on slip-forming equipment. Provide approved mechanically-operated finishing floats capable of producing a uniformly smooth pavement surface. Provide equipment capable of providing a fine, light water fog mist.

Provide mechanically-operated vibratory equipment capable of adequately consolidating the concrete. Provide immersion vibrators on the paving equipment at sufficiently close intervals to provide uniform vibration and consolidation of the concrete over the entire width and depth of the pavement and in accordance with the manufacturer's recommendations. Provide immersion vibrator units that operate at a frequency in air of at least 8,000 cycles per minute. Provide enough hand-operated immersion vibrators for timely and proper consolidation of the concrete along forms, at all joints and in areas not covered by other vibratory equipment. Surface vibrators may be used to supplement equipment-mounted immersion vibrators. Provide tachometers to verify the proper operation of all vibrators.

For small or irregular areas or when approved, the paving equipment described in this Section is not required.

- 3.2. **Forming Equipment.**

- 3.2.1. **Pavement Forms.** Provide metal side forms of sufficient cross-section, strength, and rigidity to support the paving equipment and resist the impact and vibration of the operation without visible springing or settlement. Use forms that are free from detrimental kinks, bends, or warps that could affect ride quality or alignment. Provide flexible or curved metal or wood forms for curves of 100-ft. radius or less.
- 3.2.2. **Curb Forms.** Provide curb forms for separately placed curbs that are not slipformed that conform to the requirements of Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."

- 3.3. **Reinforcing Steel Inserting Equipment.** Provide inserting equipment that accurately inserts and positions reinforcing steel in the plastic concrete parallel to the profile grade and horizontal alignment in accordance to plan details when approved.
- 3.4. **Texturing Equipment.**
- 3.4.1. **Carpet Drag.** Provide a carpet drag mounted on a work bridge or a manual moveable support system. Provide a single piece of carpet of sufficient transverse length to span the full width of the pavement being placed and adjustable so that a sufficient longitudinal length of carpet is in contact with the concrete being placed to produce the desired texture. Obtain approval to vary the length and width of the carpet to accommodate specific applications.
- 3.4.2. **Tining Equipment.** Provide a self-propelled metal tine device equipped with steel tines with cross-section approximately 1/32 in. thick × 1/12 in. wide. Provide tines for transverse tining equipment spaced at approximately 1 in., center-to-center, or provide tines for longitudinal tining equipment spaced at approximately 3/4 in., center-to-center. Manual methods that produce an equivalent texture may be used when it is impractical to use self-propelled equipment, such as for small areas, narrow width sections, and in emergencies due to equipment breakdown.
- 3.5. **Curing Equipment.** Provide a self-propelled machine for applying membrane curing compound using mechanically-pressurized spraying equipment with atomizing nozzles. Provide equipment and controls that maintain the required uniform rate of application over the entire paving area. Provide curing equipment that is independent of all other equipment when required to meet the requirements of Section 360.4.9., "Curing." Hand-operated pressurized spraying equipment with atomizing nozzles may only be used on small or irregular areas, narrow width sections, or in emergencies due to equipment breakdown.
- 3.6. **Sawing Equipment.** Provide power-driven concrete saws to saw the joints shown on the plans. Provide standby power-driven concrete saws during concrete sawing operations. Provide adequate illumination for nighttime sawing.
- 3.7. **Grinding Equipment.** Provide self-propelled powered grinding equipment that is specifically designed to smooth and texture concrete pavement using circular diamond blades when required. Provide equipment with automatic grade control capable of grinding at least a 3-ft. width longitudinally in each pass without damaging the concrete.
- 3.8. **Testing Equipment.** Provide testing equipment regardless of job-control testing responsibilities in accordance with Item 421, "Hydraulic Cement Concrete," unless otherwise shown on the plans or specified.
- 3.9. **Coring Equipment.** Provide coring equipment capable of extracting cores in accordance with the requirements of Tex-424-A when required.
- 3.10. **Miscellaneous Equipment.** Furnish both 10-ft. and 15-ft. steel or magnesium long-handled, standard straightedges. Furnish enough work bridges, long enough to span the pavement, for finishing and inspection operations.

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#### 4. CONSTRUCTION

Obtain approval for adjustments to plan grade-line to maintain thickness over minor subgrade or base high spots while maintaining clearances and drainage. Maintain subgrade or base in a smooth, clean, compacted condition in conformity with the required section and established grade until the pavement concrete is placed. Keep subgrade or base damp with water before placing pavement concrete.

Adequately light the active work areas for all nighttime operations. Provide and maintain tools and materials to perform testing.

4.1. **Paving and Quality Control Plan.** Submit a paving and quality control plan for approval before beginning pavement construction operations. Include details of all operations in the concrete paving process, including methods to construct transverse joints, methods to consolidate concrete at joints, longitudinal construction joint layout, sequencing, curing, lighting, early opening, leave-outs, sawing, inspection, testing, construction methods, other details and description of all equipment. List certified personnel performing the testing. Submit revisions to the paving and quality control plan for approval.

4.2. **Job-Control Testing.** Perform all fresh and hardened concrete job-control testing at the specified frequency unless otherwise shown on the plans. Provide job-control testing personnel meeting the requirements of Item 421, "Hydraulic Cement Concrete." Provide and maintain testing equipment, including strength testing equipment at a location acceptable to the Engineer. Use of a commercial laboratory is acceptable. Maintain all testing equipment calibrated in accordance with pertinent test methods. Make strength-testing equipment available to the Engineer for verification testing.

Provide the Engineer the opportunity to witness all tests. The Engineer may require a retest if not given the opportunity to witness. Furnish a copy of all test results to the Engineer daily. Check the first few concrete loads for slump and temperature to verify concrete conformance and consistency on start-up production days. Sample and prepare strength-test specimens (2 specimens per test) on the first day of production and for each 3,000 sq. yd. or fraction thereof of concrete pavement thereafter. Prepare at least 1 set of strength-test specimens for each production day. Perform slump and temperature tests each time strength specimens are made. Monitor concrete temperature to ensure that concrete is consistently within the temperature requirements. The Engineer will direct random job-control sampling and testing. Immediately investigate and take corrective action as approved if any Contractor test result, including tests performed for verification purposes, does not meet specification requirements.

The Engineer will perform job-control testing when the testing by the Contractor is waived by the plans; however, this does not waive the Contractor's responsibility for providing materials and work in accordance with this Item.

4.2.1. **Job-Control Strength.** Use 7-day job-control concrete strength testing in accordance with Tex-448-A or Tex-418-A unless otherwise shown on the plans or permitted.

Use a compressive strength of 3,200 psi or a lower job-control strength value proven to meet a 28-day compressive strength of 4,000 psi as correlated in accordance with Tex-427-A for 7-day job-control by compressive strength. Use a flexural strength of 450 psi or a lower job-control strength value proven to meet a 28-day flexural strength of 570 psi as correlated in accordance with Tex-427-A for 7-day job-control by flexural strength.

Job control of concrete strength may be correlated to an age other than 7 days in accordance with Tex-427-A when approved. Job-control strength of Class HES concrete is based on the required strength and time.

Investigate the strength test procedures, the quality of materials, the concrete production operations, and other possible problem areas to determine the cause when a job-control concrete strength test value is more than 10% below the required job-control strength or when 3 consecutive job-control strength values fall below the required job-control strength. Take necessary action to correct the problem, including redesign of the concrete mix if needed. The Engineer may suspend concrete paving if the Contractor is unable to identify, document, and correct the cause of low-strength test values in a timely manner. The Engineer will evaluate the structural adequacy of the pavements if any job-control strength is more than 15% below the required job-control strength. Remove and replace pavements found to be structurally inadequate at no additional cost when directed.

4.2.2. **Split-Sample Verification Testing.** Perform split-sample verification testing with the Engineer on random samples taken and split by the Engineer at a rate of at least 1 for every 10 job-control samples. The Engineer will evaluate the results of split-sample verification testing. Immediately investigate and take corrective action as approved when results of split-sample verification testing differ more than the allowable differences shown in Table 1, or the average of 10 job-control strength results and the Engineer's split-sample strength result differ by more than 10%.

**Table 1**  
**Verification Testing Limits**

Test Method	Allowable Differences
Temperature, Tex-422-A	2°F
Slump, Tex-415-A	1 in.
Flexural strength, Tex-448-A	19%
Compressive strength, Tex-418-A	10%

- 4.3. **Reinforcing Steel and Joint Assemblies.** Accurately place and secure in position all reinforcing steel as shown on the plans. Place dowels at mid-depth of the pavement slab, parallel to the surface. Place dowels for transverse contraction joints parallel to the pavement edge. Tolerances for location and alignment of dowels will be shown on the plans. Stagger the lap locations so that no more than 1/3 of the longitudinal steel is spliced in any given 12-ft. width and 2-ft. length of the pavement. Use multiple-piece tie bars, drill and epoxy grout tie bars, or, if approved, mechanically-inserted single-piece tie bars at longitudinal construction joints. Verify that tie bars that are drilled and epoxied or mechanically inserted into concrete at longitudinal construction joints develop a pullout resistance equal to a minimum of 3/4 of the yield strength of the steel after 7 days. Test 15 bars using ASTM E488, except that alternate approved equipment may be used. All 15 tested bars must meet the required pullout strength. Perform corrective measures to provide equivalent pullout resistance if any of the test results do not meet the required minimum pullout strength. Repair damage from testing. Acceptable corrective measures include but are not limited to installation of additional or longer tie bars.
- 4.3.1. **Manual Placement.** Secure reinforcing bars at alternate intersections with wire ties or locking support chairs. Tie all splices with wire.
- 4.3.2. **Mechanical Placement.** Complete the work using manual placement methods described above if mechanical placement of reinforcement results in steel misalignment or improper location, poor concrete consolidation, or other inadequacies.
- 4.4. **Joints.** Install joints as shown on the plans. Joint sealants are not required on concrete pavement that is to be overlaid with asphaltic materials. Clean and seal joints in accordance with Item 438, "Cleaning and Sealing Joints." Repair excessive spalling of the joint saw groove using an approved method before installing the sealant. Seal all joints before opening the pavement to all traffic. Install a rigid transverse bulkhead, for the reinforcing steel, and shaped accurately to the cross-section of the pavement when placing of concrete is stopped.
- 4.4.1. **Placing Reinforcement at Joints.** Complete and place the assembly of parts at pavement joints at the required location and elevation, with all parts rigidly secured in the required position, when shown on the plans.
- 4.4.2. **Transverse Construction Joints.**
- 4.4.2.1. **Continuously Reinforced Concrete Pavement (CRCP).** Install additional longitudinal reinforcement through the bulkhead when shown on the plans. Protect the reinforcing steel immediately beyond the construction joint from damage, vibration, and impact.
- 4.4.2.2. **Concrete Pavement Contraction Design (CPCD).** Install and rigidly secure a complete joint assembly and bulkhead in the planned transverse contraction joint location when the placing of concrete is intentionally stopped. Install a transverse construction joint either at a planned transverse contraction joint location or mid-slab between planned transverse contraction joints when the placing of concrete is unintentionally stopped. Install tie bars of the size and spacing used in the longitudinal joints for mid-slab construction joints.
- 4.4.2.3. **Curb Joints.** Provide joints in the curb of the same type and location as the adjacent pavement. Use expansion joint material of the same thickness, type, and quality required for the pavement and of the section shown for the curb. Extend expansion joints through the curb. Construct curb joints at all transverse pavement joints. Place reinforcing steel into the plastic concrete pavement for non-monolithic curbs as shown on the plans unless otherwise approved. Form or saw the weakened plane joint across the full width

of concrete pavement and through the monolithic curbs. Construct curb joints in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."

- 4.5. **Placing and Removing Forms.** Use clean and oiled forms. Secure forms on a base or firm subgrade that is accurately graded and that provides stable support without deflection and movement by form riding equipment. Pin every form at least at the middle and near each end. Tightly join and key form sections together to prevent relative displacement.

Set side forms far enough in advance of concrete placement to permit inspection. Check conformity of the grade, alignment, and stability of forms immediately before placing concrete, and make all necessary corrections. Use a straightedge or other approved method to test the top of forms to ensure that the ride quality requirements for the completed pavement will be met. Stop paving operations if forms settle or deflect more than 1/8 in. under finishing operations. Reset forms to line and grade, and refinish the concrete surface to correct grade.

Avoid damage to the edge of the pavement when removing forms. Repair damage resulting from form removal and honeycombed areas with a mortar mix within 24 hr. after form removal unless otherwise approved. Clean joint face and repair honeycombed or damaged areas within 24 hr. after a bulkhead for a transverse construction joint has been removed unless otherwise approved. Promptly apply membrane curing compound to the edge of the concrete pavement when forms are removed before 72 hr. after concrete placement.

Forms that are not the same depth as the pavement, but are within 2 in. of that depth are permitted if the subbase is trenched or the full width and length of the form base is supported with a firm material to produce the required pavement thickness. Promptly repair the form trench after use. Use flexible or curved wood or metal forms for curves of 100-ft. radius or less.

- 4.6. **Concrete Delivery.** Clean delivery equipment as necessary to prevent accumulation of old concrete before loading fresh concrete. Use agitated delivery equipment for concrete designed to have a slump of more than 5 in. Segregated concrete is subject to rejection.

Begin the discharge of concrete delivered in agitated delivery equipment conforming to the requirements of Item 421, "Hydraulic Cement Concrete." Place non-agitated concrete within 45 min. after batching. Reduce times as directed when hot weather or other conditions cause quick setting of the concrete.

- 4.7. **Concrete Placement.** Do not allow the pavement edge to deviate from the established paving line by more than 1/2 in. at any point. Place the concrete as near as possible to its final location, and minimize segregation and rehandling. Distribute concrete using shovels where hand spreading is necessary. Do not use rakes or vibrators to distribute concrete.

- 4.7.1. **Consolidation.** Consolidate all concrete by approved mechanical vibrators operated on the front of the paving equipment. Use immersion-type vibrators that simultaneously consolidate the full width of the placement when machine finishing. Keep vibrators from dislodging reinforcement. Use hand-operated vibrators to consolidate concrete along forms, at all joints and in areas not accessible to the machine-mounted vibrators. Do not operate machine-mounted vibrators while the paving equipment is stationary. Vibrator operations are subject to review.

- 4.7.2. **Curbs.** Conform to the requirements of Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter" where curbs are placed separately.

- 4.7.3. **Temperature Restrictions.** Place concrete that is between 40°F and 95°F when measured in accordance with Tex-422-A at the time of discharge, except that concrete may be used if it was already in transit when the temperature was found to exceed the allowable maximum. Take immediate corrective action or cease concrete production when the concrete temperature exceeds 95°F.

Do not place concrete when the ambient temperature in the shade is below 40°F and falling unless approved. Concrete may be placed when the ambient temperature in the shade is above 35°F and rising or

above 40°F. Protect the pavement with an approved insulating material capable of protecting the concrete for the specified curing period when temperatures warrant protection against freezing. Submit for approval proposed measures to protect the concrete from anticipated freezing weather for the first 72 hr. after placement. Repair or replace all concrete damaged by freezing.

- 4.8. **Spreading and Finishing.** Finish all concrete pavement with approved self-propelled equipment. Use power-driven spreaders, power-driven vibrators, power-driven strike-off, screed, or approved alternate equipment. Use the transverse finishing equipment to compact and strike-off the concrete to the required section and grade without surface voids. Use float equipment for final finishing. Use concrete with a consistency that allows completion of all finishing operations without addition of water to the surface. Use the minimal amount of water fog mist necessary to maintain a moist surface. Reduce fogging if float or straightedge operations result in excess slurry.
- 4.8.1. **Finished Surface.** Perform sufficient checks with long-handled 10-ft. and 15-ft. straightedges on the plastic concrete to ensure the final surface is within the tolerances specified in Surface Test A in Item 585, "Ride Quality for Pavement Surfaces." Check with the straightedge parallel to the centerline.
- 4.8.2. **Maintenance of Surface Moisture.** Prevent surface drying of the pavement before application of the curing system by means that may include water fogging, the use of wind screens, and the use of evaporation retardants. Apply evaporation retardant at the manufacturer's recommended rate. Reapply the evaporation retardant as needed to maintain the concrete surface in a moist condition until curing system is applied. Do not use evaporation retardant as a finishing aid. Failure to take acceptable precautions to prevent surface drying of the pavement will be cause for shutdown of pavement operations.
- 4.8.3. **Surface Texturing.** Complete final texturing before the concrete has attained its initial set. Drag the carpet longitudinally along the pavement surface with the carpet contact surface area adjusted to provide a satisfactory coarsely textured surface. Prevent the carpet from getting plugged with grout. Do not perform carpet dragging operations while there is excessive bleed water.

A metal-tine texture finish is required unless otherwise shown on the plans. Provide transverse tining unless otherwise shown on the plans. Immediately following the carpet drag, apply a single coat of evaporation retardant, if needed, at the rate recommended by the manufacturer. Provide the metal-tine finish immediately after the concrete surface has set enough for consistent tining. Operate the metal-tine device to obtain grooves approximately 3/16 in. deep, with a minimum depth of 1/8 in., and approximately 1/12 in. wide. Do not overlap a previously tined area. Use manual methods to achieve similar results on ramps, small or irregular areas, and narrow width sections of pavements. Repair damage to the edge of the slab and joints immediately after texturing. Do not tine pavement that will be overlaid or that is scheduled for blanket diamond grinding or shot blasting.

Target a carpet drag texture of 0.04 in., as measured by Tex-436-A, when carpet drag is the only surface texture required on the plans. Ensure adequate and consistent macro-texture is achieved by applying enough weight to the carpet and by keeping the carpet from getting plugged with grout. Correct any location with a texture less than 0.03 in. by diamond grinding or shot blasting. The Engineer will determine the test locations at points located transversely to the direction of traffic in the outside wheel path.

- 4.8.4. **Small, Irregular Area, or Narrow Width Placements.** Use hand equipment and procedures that produce a consolidated and finished pavement section to the line and grade where machine placements and finishing of concrete pavement are not practical.
- 4.8.5. **Emergency Procedures.** Use hand-operated equipment for applying texture, evaporation retardant, and cure in the event of equipment breakdown.
- 4.9. **Curing.** Keep the concrete pavement surface from drying as described in Section 360.4.8.2., "Maintenance of Surface Moisture," until the curing material has been applied. Maintain and promptly repair damage to curing materials on exposed surfaces of concrete pavement continuously for at least 3 curing days. A curing day is defined as a 24-hr. period when either the temperature taken in the shade away from artificial heat is above 50°F for at least 19 hr. or the surface temperature of the concrete is maintained above 40°F for 24 hr.

Curing begins when the concrete curing system has been applied. Stop concrete paving if curing compound is not being applied promptly and maintained adequately. Other methods of curing in accordance with Item 422, "Concrete Superstructures," may be used when specified or approved.

- 4.9.1. **Membrane Curing.** Spray the concrete surface uniformly with 2 coats of membrane curing compound at an individual application rate of no more than 180 sq. ft. per gallon. Apply the curing compound before allowing the concrete surface to dry.

Manage finishing and texturing operations to ensure placement of curing compound on a moist concrete surface, relatively free of bleed water, to prevent any plastic shrinkage cracking. Time the application of curing compound to prevent plastic shrinkage cracking.

Maintain curing compounds in a uniformly agitated condition, free of settlement before and during application. Do not thin or dilute the curing compound.

Apply additional compound at the same rate of coverage to correct damage where the coating shows discontinuities or other defects or if rain falls on the newly coated surface before the film has dried enough to resist damage. Ensure that the curing compound coats the sides of the tining grooves.

- 4.9.2. **Asphalt Curing.** Apply a uniform coating of asphalt curing at a rate of 90 to 180 sq. ft. per gallon when an asphaltic concrete overlay is required. Apply curing immediately after texturing and once the free moisture (sheen) has disappeared. Obtain approval to add water to the emulsion to improve spray distribution. Maintain the asphalt application rate when using diluted emulsions. Maintain the emulsion in a mixed condition during application.

- 4.9.3. **Curing Class HES Concrete.** Provide membrane curing in accordance with Section 360.4.9.1., "Membrane Curing," for all Class HES concrete pavement. Promptly follow by wet mat curing in accordance with Section 422.4.8., "Final Curing," until opening strength is achieved but not less than 24 hr.

- 4.9.4. **Curing Fast-Track Concrete.** Provide wet mat curing unless otherwise shown on the plans or as directed. Cure in accordance with Section 422.4.8., "Final Curing." Apply a Type 1-D or Type 2 membrane cure instead of wet mat curing if the air temperature is below 65°F and insulating blankets are used.

- 4.10. **Sawing Joints.** Saw joints to the depth shown on the plans as soon as sawing can be accomplished without damage to the pavement regardless of time of day or weather conditions. Some minor raveling of the saw-cut is acceptable. Use a chalk line, string line, sawing template, or other approved method to provide a true joint alignment. Provide enough saws to match the paving production rate to ensure sawing completion at the earliest possible time to avoid uncontrolled cracking. Reduce paving production if necessary to ensure timely sawing of joints. Promptly restore membrane cure damaged within the first 72 hr. of curing.

- 4.11. **Protection of Pavement and Opening to Traffic.** Testing for early opening is the responsibility of the Contractor regardless of job-control testing responsibilities unless otherwise shown on the plans or as directed. Testing result interpretation for opening to traffic is subject to approval.

- 4.11.1. **Protection of Pavement.** Erect and maintain barricades and other standard and approved devices that will exclude all vehicles and equipment from the newly placed pavement for the periods specified. Protect the pavement from damage due to crossings using approved methods before opening to traffic. Where a detour is not readily available or economically feasible, an occasional crossing of the roadway with overweight equipment may be permitted for relocating equipment only but not for hauling material. When an occasional crossing of overweight equipment is permitted, temporary matting or other approved methods may be required.

Maintain an adequate supply of sheeting or other material to cover and protect fresh concrete surface from weather damage. Apply as needed to protect the pavement surface from weather.

- 4.11.2. **Opening Pavement to All Traffic.** Pavement that is 7 days old may be opened to all traffic. Clean pavement, place stable material against the pavement edges, seal joints, and perform all other traffic safety related work before opening to traffic.
- 4.11.3. **Opening Pavement to Construction Equipment.** Unless otherwise shown on the plans, concrete pavement may be opened early to concrete paving equipment and related delivery equipment after the concrete is at least 48 hr. old and opening strength has been demonstrated in accordance with Section 360.4.11.4., “Early Opening to All Traffic,” before curing is complete. Keep delivery equipment at least 2 ft. from the edge of the concrete pavement. Keep tracks of the paving equipment at least 1 ft. from the pavement edge. Protect textured surfaces from the paving equipment. Restore damaged membrane curing as soon as possible. Repair pavement damaged by paving or delivery equipment before opening to all traffic.
- 4.11.4. **Early Opening to All Traffic.** Concrete pavement may be opened after curing is complete and the concrete has attained a flexural strength of 450 psi or a compressive strength of 3,200 psi, except that pavement using Class HES concrete may be opened after 24 hr. if the specified strength is achieved.
- 4.11.4.1. **Strength Testing.** Test concrete specimens cured under the same conditions as the portion of the pavement involved.
- 4.11.4.2. **Maturity Method.** Use the maturity method, Tex-426-A, to estimate concrete strength for early opening pavement to traffic unless otherwise shown on the plans. Install at least 2 maturity sensors for each day’s placement in areas where the maturity method will be used for early opening. Maturity sensors, when used, will be installed near the day’s final placement for areas being evaluated for early opening. Use test specimens to verify the strength–maturity relationship in accordance with Tex-426-A, starting with the first day’s placement corresponding to the early opening pavement section.
- Verify the strength–maturity relationship at least every 10 days of production after the first day. Establish a new strength–maturity relationship when the strength specimens deviate more than 10% from the maturity-estimated strengths. Suspend use of the maturity method for opening pavements to traffic when the strength–maturity relationship deviates by more than 10% until a new strength–maturity relationship is established.
- The Engineer will determine the frequency of verification when the maturity method is used intermittently or for only specific areas.
- 4.11.5. **Fast Track Concrete Pavement.** Open the pavement after the concrete has been cured for at least 8 hr. and attained a minimum compressive strength of 1,800 psi or a minimum flexural strength of 255 psi when tested in accordance with Section 360.4.11.4.1., “Strength Testing,” or Section 360.4.11.4.2., “Maturity Method,” unless otherwise directed. Cover the pavement with insulating blankets when the air temperature is below 65°F until the pavement is opened to traffic.
- 4.11.6. **Emergency Opening to Traffic.** Open the pavement to traffic under emergency conditions, when the pavement is at least 72 hr. old when directed in writing. Remove all obstructing materials, place stable material against the pavement edges, and perform other work involved in providing for the safety of traffic as required for emergency opening.
- 4.12. **Pavement Thickness.** The Engineer will check the thickness in accordance with Tex-423-A unless other methods are shown on the plans. The Engineer will perform 1 thickness test consisting of 1 reading at approximately the center of each lane every 500 ft. or fraction thereof. Core where directed, in accordance with Tex-424-A, to verify deficiencies of more than 0.2 in. from plan thickness and to determine the limits of deficiencies of more than 0.75 in. from plan thickness. Fill core holes using an approved concrete mixture and method.
- 4.12.1. **Thickness Deficiencies Greater than 0.2 in.** Take one 4-in. diameter core at that location to verify the measurement when any depth test measured in accordance with Tex-423-A is deficient by more than 0.2 in. from the plan thickness.

Take 2 additional cores from the unit (as defined in Section 360.4.12.3., "Pavement Units for Payment Adjustment") at intervals of at least 150 ft. and at selected locations if the core is deficient by more than 0.2 in., but not by more than 0.75 in. from the plan thickness, and determine the thickness of the unit for payment purposes by averaging the length of the 3 cores. In calculations of the average thickness of this unit of pavement, measurements in excess of the specified thickness by more than 0.2 in. will be considered as the specified thickness plus 0.2 in.

- 4.12.2. **Thickness Deficiencies Greater than 0.75 in.** Take additional cores at 10-ft. intervals in each direction parallel to the centerline to determine the boundary of the deficient area if a core is deficient by more than 0.75 in. The Engineer will evaluate any area of pavement found deficient in thickness by more than 0.75 in., but not more than 1 in. Remove and replace the deficient areas without additional compensation or retain deficient areas without compensation, as directed. Remove and replace any area of pavement found deficient in thickness by more than 1 in. without additional compensation.
- 4.12.3. **Pavement Units for Payment Adjustment.** Limits for applying a payment adjustment for deficient pavement thickness from 0.20 in. to not more than 0.75 in. are 500 ft. of pavement in each lane. Lane width will be as shown on typical sections and pavement design standards.

For greater than 0.75 in. deficient thickness, the limits for applying zero payment or requiring removal will be defined by coring or equivalent nondestructive means as determined by the Engineer. The remaining portion of the unit determined to be less than 0.75 in. deficient will be subject to the payment adjustment based on the average core thickness at each end of the 10-ft. interval investigation as determined by the Engineer.

Shoulders will be measured for thickness unless otherwise shown on the plans. Shoulders 6 ft. wide or wider will be considered as lanes. Shoulders less than 6 ft. wide will be considered part of the adjacent lane.

Limits for applying payment adjustment for deficient pavement thickness for ramps, widenings, acceleration and deceleration lanes, and other miscellaneous areas are 500 ft. in length. Areas less than 500 ft. in length will be individually evaluated for payment adjustment based on the plan area.

- 4.13. **Ride Quality.** Measure ride quality in accordance with Item 585, "Ride Quality for Pavement Surfaces," unless otherwise shown on the plans.

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## 5. MEASUREMENT

This Item will be measured as follows:

- 5.1. **Concrete Pavement.** Concrete pavement will be measured by the square yard of surface area in place. The surface area includes the portion of the pavement slab extending beneath the curb.
- 5.2. **Curb.** Curb on concrete pavement will be measured by the foot in place.

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## 6. PAYMENT

These prices are full compensation for materials, equipment, labor, tools, and incidentals.

- 6.1. **Concrete Pavement.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the adjusted unit price bid for "Concrete Pavement" of the type and depth specified as adjusted in accordance with Section 360.6.2., "Deficient Thickness Adjustment."
- 6.2. **Deficient Thickness Adjustment.** Where the average thickness of pavement is deficient in thickness by more than 0.2 in. but not more than 0.75 in., payment will be made using the adjustment factor as specified in Table 2 applied to the bid price for the deficient area for each unit as defined under Section 360.4.12.3., "Pavement Units for Payment Adjustment."

**Table 2**  
**Deficient Thickness Price Adjustment Factor**

Deficiency in Thickness Determined by Cores (in.)	Proportional Part of Contract Price Allowed (Adjustment Factor)
Not deficient	1.00
Over 0.00 through 0.20	1.00
Over 0.20 through 0.30	0.80
Over 0.30 through 0.40	0.72
Over 0.40 through 0.50	0.68
Over 0.50 through 0.75	0.57

- 6.3. **Curb.** Work performed and furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Curb" of the type specified.

# Item 421

## Hydraulic Cement Concrete



### 1. DESCRIPTION

Furnish hydraulic cement concrete for concrete pavements, concrete structures, and other concrete construction.

### 2. MATERIALS

Use materials from prequalified sources listed on the Department website. Provide coarse and fine aggregates from sources listed in the Department's *Concrete Rated Source Quality Catalog* (CRSQC). Use materials from non-listed sources only when tested and approved by the Engineer before use. Allow 30 calendar days for the Engineer to sample, test, and report results for non-listed sources. Do not combine approved material with unapproved material.

2.1. **Cement.** Furnish cement conforming to DMS-4600, "Hydraulic Cement."

2.2. **Supplementary Cementing Materials (SCM).**

- **Fly Ash.** Furnish fly ash, ultra-fine fly ash (UFFA), and modified Class F fly ash (MFFA) conforming to DMS-4610, "Fly Ash."
- **Slag Cement.** Furnish Slag Cement conforming to DMS-4620, "Ground Granulated Blast Furnace Slag."
- **Silica Fume.** Furnish silica fume conforming to DMS-4630, "Silica Fume."
- **Metakaolin.** Furnish metakaolin conforming to DMS-4635, "Metakaolin."

2.3. **Cementitious Material.** Cementitious materials are the cement and supplementary cementing materials used in concrete.

2.4. **Chemical Admixtures.** Furnish admixtures conforming to DMS-4640, "Chemical Admixtures for Concrete."

2.5. **Water.** Furnish mixing and curing water that is free from oils, acids, organic matter, or other deleterious substances. Water from municipal supplies approved by the Texas Department of Health will not require testing. Provide test reports showing compliance with Table 1 before use when using water from other sources.

Water that is a blend of concrete wash water and other acceptable water sources, certified by the concrete producer as complying with the requirements of both Table 1 and Table 2, may be used as mix water. Test the blended water weekly for 4 weeks for compliance with Table 1 and Table 2 or provide previous test results. Then test every month for compliance. Provide water test results upon request.

**Table 1**  
**Chemical Limits for Mix Water**

Contaminant	Test Method	Maximum Concentration (ppm or mg/L)
Chloride (Cl)	ASTM C114	
Prestressed concrete		500
Bridge decks & superstructure		500
All other concrete		1,000
Sulfate (SO <sub>4</sub> )	ASTM C114	2,000
Alkalies (Na <sub>2</sub> O + 0.658K <sub>2</sub> O)	ASTM C114	600
Total solids	ASTM C1603	50,000

**Table 2**  
**Acceptance Criteria for Questionable Water Supplies**

Property	Test Method	Limits
Compressive strength, min % control at 7 days	ASTM C31, ASTM C39 <sup>1,2</sup>	90
Time of set, deviation from control, h:min.	ASTM C403	From 1:00 early to 1:30 later

1. Base comparisons on fixed proportions and the same volume of test water compared to the control mix using 100% potable water or distilled water.
2. Base comparisons on sets consisting of at least 2 standard specimens made from a composite sample.

Do not use mix water that has an adverse effect on the air-entraining agent, on any other chemical admixture, or on strength or time of set of the concrete. Use mixing and curing water free of iron and other impurities that may cause staining or discoloration when using white hydraulic cement.

## 2.6. Aggregate.

- 2.6.1. **Coarse Aggregate.** Provide coarse aggregate consisting of durable particles of gravel, crushed blast furnace slag, recycled crushed hydraulic cement concrete, crushed stone, or combinations which are free from frozen material and from injurious amounts of salt, alkali, vegetable matter, or other objectionable material, either free or as an adherent coating. Provide coarse aggregate of uniform quality throughout.

Provide coarse aggregate with the requirements listed in Table 3 unless otherwise shown on the plan.

**Table 3**  
**Coarse Aggregate Requirements**

Description	Test Method	Limit
Weight of Clay Lumps, % Max	Tex-413-A	0.25
Weight of Shale, % Max		1.0
Weight of Laminate and Friable Particle, % Max		5.0
L.A. Abrasion Wear, % Max	Tex-410-A	40
5-Cycle Magnesium Sulfate Soundness, <sup>1,2</sup> non-air-entrained concrete, % Max	Tex-411-A	25
5-Cycle Magnesium Sulfate Soundness, <sup>1,3</sup> air-entrained concrete, % Max		18
Loss by Decantation, % Max	Tex-406-A	1.5

1. Recycled crushed hydraulic cement concrete is not subject to 5-cycle magnesium sulfate soundness requirements.
2. Allowed when air-entrained concrete is used at the Contractor's option.
3. Only when air-entrained concrete is required by the plans.

Increase the loss by decantation limit to 3.0% for all classes of concrete and 5.0% for Class A, B, and P if the material finer than the No. 200 sieve is determined to be at least 85% calcium carbonate in accordance with Tex-406-A, Part III, in the case of coarse aggregates made primarily from crushing stone unless otherwise shown on the plans. Provide test results upon request.

Provide coarse aggregate conforming to the gradation requirements shown in Table 4 when tested in accordance with Tex-401-A unless otherwise specified.

**Table 4**  
**Coarse Aggregate Gradation Chart**

Aggregate Grade No. <sup>1</sup>	Maximum Nominal Size	Percent Passing on Each Sieve								
		2-1/2"	2"	1-1/2"	1"	3/4"	1/2"	3/8"	#4	#8
1	2"	100	80-100	50-85		20-40				
2	1-1/2"		100	95-100		35-70		10-30	0-10	
3	1-1/2"		100	95-100		60-90	25-60		0-10	
4 (57)	1"			100	95-100		25-60		0-10	0-5
5 (67)	3/4"				100	90-100		20-55	0-10	0-5
6 (7)	1/2"					100	90-100	40-70	0-15	0-5
7	3/8"						100	70-95	0-25	
8	3/8"						100	95-100	20-65	0-10

1. Corresponding ASTM C33 gradation shown in parentheses.

- 2.6.2. **Fine Aggregate.** Provide fine aggregate consisting of clean, hard, durable particles of natural, manufactured sand, recycled crushed hydraulic cement concrete, slag, lightweight aggregate, or a combination thereof. Provide fine aggregate free from frozen material and from injurious amounts of salt, alkali, vegetable matter, or other objectionable material.

Provide fine aggregates with the requirements in Table 5 unless otherwise shown on the plans.

**Table 5**  
**Fine Aggregate Requirements**

Description	Test Method	Limit
Weight of Clay Lumps, % Max	Tex-413-A	0.50
Organic Impurities <sup>1</sup>	Tex-408-A	Color not darker than standard
Sand Equivalent	Tex-203-F	80
Fineness Modulus	Tex-402-A	2.3 to 3.1

1. Only when air-entrained concrete is specified.

Provide fine aggregate or combinations of aggregates conforming to the gradation requirements shown in Table 6 when tested in accordance with Tex-401-A unless otherwise specified.

**Table 6**  
**Fine Aggregate Gradation Chart (Grade 1)**

Sieve Size	Percent Passing
3/8"	100
#4	95-100
#8	80-100
#16	50-85
#30	25-65
#50	10-35 <sup>1</sup>
#100	0-10
#200	0-3 <sup>2</sup>

1. 6-35 when sand equivalent value is greater than 85.
2. 0-6 for manufactured sand.

- 2.6.3. **Intermediate Aggregate.** Provide intermediate aggregate consisting of clean, hard, durable particles of natural, manufactured sand, slag, recycled crushed hydraulic cement concrete, lightweight aggregate, or a combination thereof when optimized aggregate gradation (OAG) concrete is specified or when used at the Contractor's option. Provide intermediate aggregate free from frozen material and injurious amounts of salt, alkali, vegetable matter, or other objectionable material.

Provide intermediate aggregate with the requirements in Table 7.

**Table 7**  
**Intermediate Aggregate Requirements**

Description	Test Method	Limit
Weight of Clay Lumps, % Max	Tex-413-A	0.50
L.A. Abrasion Wear, <sup>1</sup> % Max	Tex-410-A	40
5-Cycle Magnesium Sulfate Soundness, <sup>1,2,3</sup> non-air-entrained concrete, % Max	Tex-411-A	25
5-Cycle Magnesium Sulfate Soundness, <sup>1,2,4</sup> air-entrained concrete, % Max		18
Organic Impurities <sup>5</sup>	Tex-408-A	Color not darker than standard
Loss by Decantation, <sup>1</sup> % Max	Tex-406-A	1.5

1. Only applies to the portion retained on the No. 4 sieve, if more than 30% of the intermediate aggregate is retained on the No. 4 sieve.
2. Recycled crushed hydraulic cement concrete is not subject to 5-cycle magnesium sulfate soundness requirements.
3. Allowed when air-entrained concrete is used at the Contractor's option.
4. Only when air-entrained concrete is required by the plans.
5. Only applies to the portion passing the 3/8 in. sieve, if more than 30% of the intermediate aggregate is passing the 3/8 in. sieve.

For the portion retained on the No. 4 sieve, if more than 30% of the intermediate aggregate is retained on the No. 4 sieve, and in the case of aggregates made primarily from crushing stone, unless otherwise shown on the plans, the loss by decantation may be increased to 3.0% for all classes of concrete and 5.0% for Class A, B, and P if the material finer than the No. 200 sieve is determined to be at least 85% calcium carbonate in accordance with Tex-406-A, Part III. Provide test results upon request.

- 2.7. **Mortar and Grout.** Furnish pre-packaged grouts conforming to DMS-4675, "Cementitious Grouts and Mortars for Miscellaneous Applications," when specified for applications other than post-tension grouting.

Section 421.4.2.6., "Mix Design Options," does not apply for mortar and grout.

- 2.8. **Storage of Materials.**

- 2.8.1. **Cement and Supplementary Cementing Materials.** Store all cement and supplementary cementing materials in weatherproof enclosures that will protect them from dampness or absorption of moisture.

When permitted, small quantities of packaged cementitious material may be stored in the open, on a raised platform, and under waterproof covering for up to 48 hr.

- 2.8.2. **Aggregates.** Handle and store concrete aggregates in a manner that prevents contamination with foreign materials. Clear and level the sites for the stockpiles of all vegetation if the aggregates are stored on the ground and do not use the bottom 6-in. layer of aggregate without cleaning the aggregate before use.

Maintain separate stockpiles and prevent intermixing when conditions require the use of 2 or more grades of coarse aggregates. Separate the stockpiles using physical barriers where space is limited. Store aggregates from different sources in different stockpiles unless the Engineer authorizes pre-blending of the aggregates. Minimize segregation in stockpiles. Remix and test stockpiles when segregation is apparent.

Sprinkle stockpiles to control moisture and temperature as necessary. Maintain reasonably uniform moisture content in aggregate stockpiles.

- 2.8.3. **Chemical Admixtures.** Store admixtures in accordance with manufacturer's recommendations and prevent admixtures from freezing.

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### 3. EQUIPMENT

- 3.1. **Concrete Plants and Mixing Equipment.** Except for volumetric stationary plant or truck (auger) mixers, each plant and truck mixer must be currently certified by the National Ready Mixed Concrete Association (NRMCA) or have an inspection report signed and sealed by a licensed professional engineer showing concrete measuring, mixing, and delivery equipment meets all requirements of ASTM C94. A new certification or signed and sealed report is required every time a plant is moved. Plants with a licensed professional engineer's inspection require re-inspection every 2 yr. Provide a copy of the certification or the

signed and sealed inspection report to the Engineer. Remove equipment or facilities from service until corrected when they fail to meet specification requirements.

When allowed on the plans or by the Engineer, for concrete classes not identified as structural concrete in Table 8 or for Class C concrete not used for bridge-class structures, the Engineer may inspect and approve all plants and trucks instead of the NRMCA or non-Department engineer-sealed certifications. The criteria and frequency of Engineer approval of plants and trucks is the same used for NRMCA certification.

Inspect and furnish inspection reports on the condition of blades and fins and their percent wear from the original manufacturer's design for truck mixers and agitators annually. Repair mixing equipment exhibiting 10% or more wear before use. If an inspection within 12 mo. is not practical, a 2-mo. grace period (for a maximum of 14 mo. between inspections) is permitted.

3.1.1. **Scales.** Check all scales before beginning of operations, after each move, or whenever their accuracy or adequacy is questioned, and at least once every 6 mo. Immediately correct deficiencies, and recalibrate. Provide a record of calibration showing scales in compliance with ASTM C94 requirements. Check batching accuracy of volumetric water batching devices at least every 90 days. Check batching accuracy of chemical admixture dispensing devices at least every 6 mo. Perform daily checks as necessary to ensure measuring accuracy.

3.1.2. **Volumetric Mixers.** Provide volumetric mixers with rating plates defining the capacity and the performance of the mixer in accordance with the Volumetric Mixer Manufacturers Bureau or equivalent. Provide volumetric mixers that comply with ASTM C685. Provide test data showing mixers meet the uniformity test requirements of Tex-472-A.

Unless allowed on the plans or by the Engineer, volumetric truck (auger) mixers may not supply classes of concrete identified as structural concrete in Table 8.

3.1.3. **Agitators and Truck and Stationary Mixers.** Provide stationary and truck mixers capable of combining the ingredients of the concrete into a thoroughly mixed and uniform mass and capable of discharging the concrete so at least 5 of the 6 requirements of Tex-472-A are met.

Perform concrete uniformity tests on mixers or agitators in accordance with Tex-472-A as directed, to resolve issues of mix uniformity and mixer performance.

Perform the mixer or agitator uniformity test at the full rated capacity of the equipment. Remove all equipment that fails the uniformity test from service.

Inspect and maintain mixers and agitators. Keep them free of concrete buildup, and repair or replace worn or damaged blades or fins.

Ensure all mixers have a plate affixed showing manufacturer's recommended operating speed and rated capacity for mixing and agitating.

3.2. **Hauling Equipment.** Provide hauling equipment capable of maintaining the mixed concrete in a thoroughly mixed and uniform mass, and discharging the concrete with a satisfactory degree of uniformity.

Provide equipment with smooth, mortar-tight metal containers equipped with gates that prevent accidental discharge of the concrete when using non-agitating equipment for transporting concrete.

Maintain hauling equipment clean and free of built-up concrete.

3.3. **Testing Equipment.** Furnish and maintain the following in accordance with the pertinent test procedure unless otherwise shown on the plans or specified:

- sieves necessary to perform aggregate gradation analysis when optimized aggregate gradation is specified,

- equipment necessary to perform Tex-415-A and Tex-422-A,
- equipment necessary to perform Tex-409-A or Tex-425-A,
- test molds,
- curing facilities,
- maturity meters if used, and
- wheelbarrow or other container acceptable for the sampling of the concrete.

Provide strength-testing equipment when required in accordance with the Contract-controlling test unless shown otherwise.

## 4. CONSTRUCTION

- 4.1. **Classification of Concrete Mix Designs.** Provide classes of concrete meeting the requirements shown in Table 8.

A higher-strength class of concrete with equal or lower water-to-cementitious material (w/cm) ratio may be substituted for the specified class of concrete when approved.

- 4.2. **Mix Design Proportioning.** Furnish mix designs using ACI 211, Tex-470-A, or other approved procedures for the classes of concrete listed in Table 8 unless a design method is indicated on the plans. Perform mix design proportioning by absolute volume method unless otherwise approved. Perform cement replacement using equivalent weight method unless otherwise approved.

Do not exceed the maximum w/cm ratio listed in Table 8 when designing the mixture.

- 4.2.1. **Cementitious Materials.** Do not exceed 700 lb. of cementitious material per cubic yard of concrete unless otherwise specified or approved.

- Use cement of the same type and from the same source for monolithic placements.
- Do not use supplementary cementing materials when white hydraulic cement is specified.

**Table 8  
Concrete Classes**

Class of Concrete	Design Strength, <sup>1</sup> Min $f_c$ (psi)	Max w/cm Ratio	Coarse Aggregate Grades <sup>2,3,4</sup>	Cement Types	Mix Design Options	Exceptions to Mix Design Options	General Usage <sup>5</sup>
A	3,000	0.60	1–4, 8	I, II, I/II, IL, IP, IS, IT, V	1, 2, 4, & 7	When the cementitious material content does not exceed 520 lb./cu. yd., Class C fly ash may be used instead of Class F fly ash.	Curb, gutter, curb & gutter, conc. retards, sidewalks, driveways, back-up walls, anchors, non-reinforced drilled shafts
B	2,000	0.60	2–7				Riprap, traffic signal controller foundations, small roadside signs, and anchors
C <sup>6</sup>	3,600	0.45	1–6	I, II, I/II, IP, IS, IT, <sup>7</sup> V	1–8		Drilled shafts, bridge substructure, bridge railing, culverts except top slab of direct traffic culverts, headwalls, wing walls, approach slabs, inlets, manholes, concrete traffic barrier (cast-in-place)
E	3,000	0.50	2–5	I, II, I/II, IL, IP, IS, IT, <sup>7</sup> V	1–8	When the cementitious material content does not exceed 520 lb./cu. yd., Class C fly ash may be used instead of Class F fly ash.	Seal concrete
F <sup>6</sup>	Note <sup>8</sup>	0.45	2–5	I, II, I/II, IP, IS, IT, <sup>7</sup> V			Railroad structures; occasionally for bridge piers, columns, or bents

Table 8 (continued)  
Concrete Classes

Class of Concrete	Design Strength, <sup>1</sup> Min f <sub>c</sub> (psi)	Max w/cm Ratio	Coarse Aggregate Grades <sup>2,3,4</sup>	Cement Types	Mix Design Options	Exceptions to Mix Design Options	General Usage <sup>5</sup>
H <sup>6</sup>	Note <sup>8</sup>	0.45	3–6	I, II, I/II, III, IP, IS, IT, <sup>7</sup> V	1–5	Do not use Type III cement in mass placement concrete. Up to 20% of blended cement may be replaced with listed SCMs when Option 4 is used for precast concrete.	Precast concrete, post-tension members
S <sup>6</sup>	4,000	0.45	2–5	I, II, I/II, IP, IS, IT, <sup>7</sup> V	1–8		Bridge slabs, top slabs of direct traffic culverts
P	See Item 360, "Concrete Pavement."	0.50	2–3	I, II, I/II, IL, IP, IS, IT, V	1–8	When the cementitious material content does not exceed 520 lb./cu. yd., Class C fly ash may be used instead of Class F fly ash.	Concrete pavement
CO <sup>6</sup>	4,600	0.40	6	I, II, I/II, IP, IS, IT, <sup>7</sup> V	1–8		Bridge deck concrete overlay
LMC <sup>6</sup>	4,000	0.40	6–8				Latex-modified concrete overlay
SS <sup>6</sup>	3,600	0.45	4–6				Use a minimum cementitious material content of 658 lb./cu. yd. of concrete.
K <sup>6</sup>	Note <sup>8</sup>	0.40	Note <sup>8</sup>	I, II, I/II, III, IP, IS, IT, <sup>7</sup> V			Note <sup>8</sup>
HES	Note <sup>8</sup>	0.45	Note <sup>8</sup>	I, IL, II, I/II, III		Mix design options do not apply. 700 lb. of cementitious material per cubic yard limit does not apply.	Concrete pavement, concrete pavement repair
"X" (HPC) <small>6,9,10</small>	Note <sup>11</sup>	0.45	Note <sup>11</sup>	I, II, I/II, III, IP, IS, IT, <sup>7</sup> V	1–5, & 8	Maximum fly ash replacement for Options 1 and 3 may be increased to 45%. Up to 20% of a blended cement may be replaced with listed SCMs for Option 4. Do not use Option 8 for precast concrete.	
"X" (SRC) <small>6,9,10</small>	Note <sup>11</sup>	0.45	Note <sup>11</sup>	I/II, II, IP, IS, IT, <sup>7</sup> V	1–4, & 7	Do not use Class C Fly Ash. Type III-MS may be used where allowed. Type I and Type III cements may be used with Options 1–3, with a maximum w/cm of 0.40. Up to 20% of blended cement may be replaced with listed SCMs when Option 4 is used for precast concrete. Do not use Option 7 for precast concrete.	

1. Design strength must be attained within 56 days.
2. Do not use Grade 1 coarse aggregate except in massive foundations with 4 in. minimum clear spacing between reinforcing steel bars, unless otherwise permitted. Do not use Grade 1 aggregate in drilled shafts.
3. Use Grade 8 aggregate in extruded curbs unless otherwise approved.
4. Other grades of coarse aggregate maybe used in non-structural concrete classes when allowed by the Engineer.
5. For information only.
6. Structural concrete classes.
7. Do not use Type IT cements containing > 5% limestone.
8. As shown on the plans or specified.
9. "X" denotes class of concrete shown on the plans or specified.
10. (HPC): High Performance Concrete, (SRC): Sulfate Resistant Concrete.
11. Same as class of concrete shown on the plans.

4.2.2. **Aggregates.** Recycled crushed hydraulic cement concrete may be used as a coarse or fine aggregate in Class A, B, D, E, and P concrete. Limit recycled crushed concrete fine aggregate to a maximum of 20% of the fine aggregate.

Use light-colored aggregates when white hydraulic cement is specified.

Use fine aggregate with an acid insoluble residue of at least 60% by weight when tested in accordance with Tex-612-J in all concrete subject to direct traffic.

Use the following equation to determine if the aggregate combination meets the acid insoluble residue requirement when blending fine aggregate or using an intermediate aggregate:

$$\frac{(A_1 \times P_1) + (A_2 \times P_2) + (A_{ia} \times P_{ia})}{100} \geq 60\%$$

where:

$A_1$  = acid insoluble (%) of fine aggregate 1

$A_2$  = acid insoluble (%) of fine aggregate 2

$A_{ia}$  = acid insoluble (%) of intermediate aggregate passing the 3/8 in. sieve

$P_1$  = percent by weight of fine aggregate 1 of the fine aggregate blend

$P_2$  = percent by weight of fine aggregate 2 of the fine aggregate blend

$P_{ia}$  = percent by weight of intermediate aggregate passing the 3/8 in. sieve

Alternatively to the above equation, blend fine aggregate with a micro-deval loss of less than 12%, when tested in accordance with Tex-461-A, with at least 40% of a fine aggregate with an acid insoluble residue of at least 60%.

- 4.2.3. **Chemical Admixtures.** Do not use Type C, Type E, Type F, or Type G admixtures in Class S bridge deck concrete. Do not use chemical admixtures containing calcium chloride in any concrete.

Use a 30% calcium nitrite solution when a corrosion-inhibiting admixture is required. The corrosion-inhibiting admixture must be set neutral unless otherwise approved. Dose the admixture at the rate of gallons of admixture per cubic yard of concrete shown on the plans.

- 4.2.4. **Air Entrainment.** Use an approved air-entraining admixture when air-entrained concrete is specified, or when an air-entraining admixture is used at the Contractor's option, and do not exceed the manufacturer's recommended dosage. Ensure the minimum entrained air content is at least 3.0% for all classes of concrete except Class P when air-entrained concrete is specified, during trial batch, or when providing previous field data.

- 4.2.5. **Slump.** Provide concrete with a slump in accordance with Table 9 unless otherwise specified. When approved, the slump of a given concrete mix may be increased above the values shown in Table 9 using chemical admixtures, provided the admixture-treated concrete has the same or lower water-to-cementitious material ratio and does not exhibit segregation or excessive bleeding. Request approval to exceed the slump limits in Table 9 sufficiently in advance for proper evaluation by the Engineer.

Perform job-control testing of slump in accordance with Section 421.4.8.3.1., "Job-Control Testing."

**Table 9  
Placement Slump Requirements**

General Usage <sup>1</sup>	Placement Slump Range, <sup>2</sup> in.
Walls (over 9 in. thick), caps, columns, piers, approach slabs, concrete overlays	3 to 5
Bridge slabs, top slabs of direct traffic culverts, latex-modified concrete for bridge deck overlays	3 to 5-1/2
Inlets, manholes, walls (less than 9 in. thick), bridge railing, culverts, concrete traffic barrier, concrete pavement (formed), seal concrete	4 to 5-1/2
Precast concrete	4 to 9
Underwater concrete placements	6 to 8-1/2
Drilled shafts, slurry displaced and underwater drilled shafts	See Item 416, "Drilled Shaft Foundations."
Curb, gutter, curb and gutter, concrete retards, sidewalk, driveways, anchors, riprap, small roadside sign foundations, concrete pavement repair, concrete repair	As approved

1. For information only.
2. For fiber reinforced concrete, perform slump before addition of fibers.

#### 4.2.6. Mix Design Options.

4.2.6.1. **Option 1.** Replace 20% to 35% of the cement with Class F fly ash.

4.2.6.2. **Option 2.** Replace 35% to 50% of the cement with slag cement or MFFA.

4.2.6.3. **Option 3.** Replace 35% to 50% of the cement with a combination of Class F fly ash, slag cement, MFFA, UFFA, metakaolin, or silica fume; however, no more than 35% may be fly ash, and no more than 10% may be silica fume.

4.2.6.4. **Option 4.** Use Type IP, Type IS, or Type IT cement as allowed in Table 5 for each class of concrete. Up to 10% of a Type IP, Type IS, or Type IT cement may be replaced with Class F fly ash, slag cement, or silica fume. Use no more than 10% silica fume in the final cementitious material mixture if the Type IT cement contains silica fume, and silica fume is used to replace the cement.

4.2.6.5. **Option 5.** Replace 35% to 50% of the cement with a combination of Class C fly ash and at least 6% of silica fume, UFFA, or metakaolin. However, no more than 35% may be Class C fly ash, and no more than 10% may be silica fume.

4.2.6.6. **Option 6.** Use a lithium nitrate admixture at a minimum dosage determined by testing conducted in accordance with Tex-471-A, "Lithium Dosage Determination Using Accelerated Mortar Bar Testing." Before use of the mix, provide an annual certified test report signed and sealed by a licensed professional engineer, from a laboratory on the Department's MPL, certified by the Construction Division as being capable of testing according to Tex-471-A, "Lithium Dosage Determination Using Accelerated Mortar Bar Testing."

4.2.6.7. **Option 7.** Ensure the total alkali contribution from the cement in the concrete does not exceed 3.5 lb. per cubic yard of concrete when using hydraulic cement not containing SCMs calculated as follows:

$$\text{lb. alkali per cu. yd.} = \frac{(\text{lb. cement per cu. yd.}) \times (\% \text{ Na}_2\text{O equivalent in cement})}{100}$$

4.2.6.8. **Option 8.** Perform annual testing as required for any deviations from Options 1–5 or use mix design options listed in Table 10. Laboratories performing ASTM C1260, ASTM C1567, and ASTM C1293 testing must be listed on the Department's MPL. Before use of the mix, provide a certified test report signed and sealed by a licensed professional engineer demonstrating the proposed mixture conforms to the requirements of Table 10.

Provide a certified test report signed and sealed by a licensed professional engineer, when HPC is required, and less than 20% of the cement is replaced with SCMs, demonstrating ASTM C1202 test results indicate the permeability of the concrete is less than 1,500 coulombs tested immediately after either of the following curing schedules:

- Moisture cure specimens 56 days at 73°F.
- Moisture cure specimens 7 days at 73°F followed by 21 days at 100°F.

**Table 10**  
**Option 8 Testing and Mix Design Requirements**

Scenario	ASTM C1260 Result		Testing Requirements for Mix Design Materials or Prescriptive Mix Design Options <sup>1</sup>
	Mix Design Fine Aggregate	Mix Design Coarse Aggregate	
A	> 0.10%	> 0.10%	Determine the dosage of SCMs needed to limit the 14-day expansion of each aggregate <sup>2</sup> to 0.08% when tested individually in accordance with ASTM C1567, or Use a minimum of 40% Class C fly ash with a maximum CaO <sup>3</sup> content of 25%.
B	≤ 0.10%	≤ 0.10%	Use a minimum of 40% Class C fly ash with a maximum CaO <sup>3</sup> content of 25%, or Use any ternary combination which replaces 35% to 50% of cement.
	≤ 0.10%	ASTM C1293 1 yr. Expansion ≤ 0.04%	Use a minimum of 20% of any Class C fly ash, or Use any ternary combination which replaces 35% to 50% of cement.
C	≤ 0.10%	> 0.10%	Determine the dosage of SCMs needed to limit the 14-day expansion of coarse and intermediate <sup>2</sup> aggregate to 0.08% when tested individually in accordance with ASTM C1567, or Use a minimum of 40% Class C fly ash with a maximum CaO <sup>3</sup> content of 25%.
D	> 0.10%	≤ 0.10%	Use a minimum of 40% Class C fly ash with a maximum CaO <sup>3</sup> content of 25%, or Use any ternary combination which replaces 35% to 50% of cement.
	> 0.10%	ASTM C1293 1 yr. Expansion ≤ 0.04%	Determine the dosage of SCMs needed to limit the 14-day expansion of fine aggregate to 0.08% when tested in accordance with ASTM C1567.

1. Do not use Class C fly ash if the ASTM C1260 value of the fine, intermediate, or coarse aggregate is 0.30% or greater, unless the fly ash is used as part of a ternary system.
2. Intermediate size aggregates will fall under the requirements of mix design coarse aggregate.
3. Average the CaO content from the previous ten values as listed on the mill certificate.

4.2.7. **Optimized Aggregate Gradation (OAG) Concrete.** The gradation requirements in Table 3 and Table 4 do not apply when OAG concrete is specified or used by the Contractor unless otherwise shown on the plans. Use Tex-470-A to establish the optimized aggregate gradation. Use at least 420 lb. per cubic yard of cementitious material when OAG concrete is used unless otherwise approved. Use a coarse aggregate with a maximum nominal size of 1-1/2 in. for Class P concrete. Use a coarse aggregate for all other classes of concrete with a maximum nominal size not larger than:

- 1/5 the narrowest dimension between sides of forms, or
- 1/3 the depth of slabs, or
- 3/4 the minimum clear spacing between individual reinforcing bars or wires, bundles of bars, individual tendons, bundled tendons, or ducts.

Make necessary adjustments to individual aggregate stockpile proportions during OAG concrete production when the gradation deviates from the optimized gradation requirements.

4.2.8. **Self-Consolidating Concrete (SCC).** Provide SCC meeting the following requirements shown in Table 11 when approved for use in precast concrete. Use concrete with a slump flow that can be placed without vibration and will not segregate or excessively bleed.

Increase the slump flow of a given concrete mix above the values shown in Table 11 when approved, provided the concrete has the same or lower water-to-cementitious material ratio and meets all other requirements listed in Table 11. Request approval to exceed the slump flow limits sufficiently in advance for proper evaluation by the Engineer.

**Table 11**  
**Mix Design Requirements for SCC**

Tests	Test Method	Acceptable Limits
Slump Flow for Precast Concrete	ASTM C1611	22 to 27 <sup>1</sup>
Slump Flow for Drilled Shafts	ASTM C1611	19 to 24 <sup>1</sup>
T <sub>50</sub> , sec	ASTM C1611	2 to 7
VSI Rating	ASTM C1611	0 or 1
Passing Ability, in.	ASTM C1621	≤ 2
Segregation Column, %	ASTM C1610	≤ 10
Bleeding, %	ASTM C232	≤ 2.5

1. These slump flow limits are generally acceptable for most applications. However, slump flow limits may be adjusted during mix design approval process and when approved by the Engineer.

- 4.3. **Concrete Trial Batches.** Perform preliminary and final trial batches when required by the plans, or when previous satisfactory field data is not available. Submit previous satisfactory field data to the Engineer showing the proposed mix design conforms to specification requirements when trial batches are not required and before concrete is placed.

Perform preliminary and final trial batches for all self-consolidating concrete mix designs.

- 4.3.1. **Preliminary Trial Batches.** Perform all necessary preliminary trial batch testing when required, and provide documentation including mix design, material proportions, and test results substantiating the mix design conforms to specification requirements.

- 4.3.2. **Final Trial batches.** Make all final trial batches using the proposed ingredients in a mixer that is representative of the mixers to be used on the job when required. Make the batch size at least 50% of the mixer's rated capacity. Perform fresh concrete tests for air content and slump, and make, cure, and test strength specimens for compliance with specification requirements. Test at least one set of design strength specimens, consisting of 2 specimens per set, at 7-day, 28-day, and at least one additional age unless otherwise directed. Before placing, provide the Engineer the option of witnessing final trial batches, including the testing of the concrete. If not provided this option, the Engineer may require additional trial batches, including testing, before the concrete is placed.

Conduct all testing listed in Table 11 when performing trial batches for self-consolidating concrete. Make an additional mixture with 3% more water than the preliminary trial batch. Make necessary adjustments to the mix design if this additional mixture does not meet requirements of Table 11. Cast and evaluate mock-ups for precast concrete that are representative of the actual product as directed. Provide the Engineer the option of witnessing final trial batches, including the testing of the concrete and the casting of the mock-ups before placement. If not provided this option, the Engineer may require additional trial batches, including testing and mock-ups, before the concrete is placed.

Establish 7-day compressive strength target values using the following formula for each Class A, B, and E concrete mix designs to be used:

$$\text{Target value} = \text{Minimum design strength} \times \frac{7\text{-day avg. trial batch strength}}{28\text{-day avg. trial batch strength}}$$

Submit previous satisfactory field data, data from a new trial batch, or other evidence showing the change will not adversely affect the relevant properties of the concrete when changes are made to the type, brand, or source of aggregates, cement, SCM, water, or chemical admixtures. Submit the data for approval before making changes to the mix design. A change in vendor does not necessarily constitute a change in materials or source. The Engineer may waive new trial batches when there is a prior record of satisfactory performance with the ingredients. During concrete production, dosage changes of chemical admixtures used in the trial batches will not require a re-evaluation of the mix design.

The Contractor has the option of performing trial batches in conjunction with concrete placements except for SCC mixtures, when new trial batches are required during the course of the project. If the concrete fails to meet any requirement, the Engineer will determine acceptability and payment adjustments.

Establish the strength–maturity relationship in accordance with Tex-426-A when the maturity method is specified or permitted. When using the maturity method, any changes in any of the ingredients, including changes in proportions, will require the development of a new strength–maturity relationship for the mix.

4.3.3. **Mix Design of Record.** Once a trial batch or previously satisfactory field data substantiates the mix design, the proportions and mixing methods used become the mix design of record. Do not exceed mix design water-to-cement ratio.

#### 4.4. **Production Testing.**

4.4.1. **Aggregate Moisture Testing.** Determine moisture content per Tex-409-A or Tex-425-A for coarse, intermediate, and fine aggregates at least twice a week, when there is an apparent change, or for new shipments of aggregate. When aggregate hoppers or storage bins are equipped with properly maintained electronic moisture probes for continuous moisture determination, moisture tests per Tex-409-A or Tex-425-A are not required. Electronic moisture probes, however, must be verified at least every 90 days against Tex-409-A and be accurate to within 1.0% of the actual moisture content.

When producing SCC, and when aggregate hoppers or storage bins are not equipped with electric moisture probes, determine the moisture content of the aggregates before producing the first concrete batch each day. Thereafter, determine the moisture content every 4 hr. or when there is an apparent change while SCC is being produced.

4.4.2. **Aggregate Gradation Testing.** Perform a sieve analysis in accordance with Tex-401-A on each stockpile used in the blend at least one day before producing OAG concrete when producing optimized aggregate gradation concrete. Perform sieve analysis on each stockpile after every 10,000 cubic yards of OAG concrete produced. Provide sieve analysis data to the Engineer.

#### 4.5. **Measurement of Materials.**

4.5.1. **Non-Volumetric Mixers.** Measure aggregates by weight. Correct batch weight measurements for aggregate moisture content. Measure mixing water, consisting of water added to the batch, ice added to the batch, water occurring as surface moisture on the aggregates, and water introduced in the form of admixtures, by volume or weight. Measure ice by weight. Measure cement and supplementary cementing materials in a hopper and on a separate scale from those used for other materials. Measure the cement first when measuring the cumulative weight. Measure concrete chemical admixtures by weight or volume. Measure batch materials within the tolerances of Table 12.

**Table 12**  
**Mix Design Batching Tolerances—Non-Volumetric Mixers**

<b>Material</b>	<b>Tolerance (%)</b>
Cement, wt.	-1 to +3
SCM, wt.	-1 to +3
Cement + SCM (cumulative weighing), wt.	-1 to +3
Water, wt. or volume	±3 <sup>1</sup>
Fine aggregate, wt.	±2
Coarse aggregate, wt.	±2
Fine + coarse aggregate (cumulative weighing), wt.	±1
Chemical admixtures, wt. or volume	±3

1. Allowable deviation from target weight not including water withheld or moisture in the aggregate. The Engineer will verify the water-to-cementitious material ratio is within specified limits.

Ensure the quantity measured, when measuring cementitious materials at less than 30% of scale capacity, is accurate to not less than the required amount and not more than 4% in excess. Ensure the cumulative quantity, when measuring aggregates in a cumulative weigh batcher at less than 30% of the scale capacity,

is measured accurate to  $\pm 0.3\%$  of scale capacity or  $\pm 3\%$  of the required cumulative weight, whichever is less.

Measure cement in number of bags under special circumstances when approved. Use the weights listed on the packaging. Weighing bags of cement is not required. Ensure fractional bags are not used except for small hand-mixed batches of approximately 5 cu. ft. or less and when an approved method of volumetric or weight measurement is used.

- 4.5.2. **Volumetric Mixers.** Provide an accurate method of measuring all ingredients by volume, and calibrate equipment to assure correct measurement of materials within the specified tolerances. Base tolerances on volume–weight relationship established by calibration, and measure the various ingredients within the tolerances of Table 13. Correct batch measurements for aggregate moisture content.

**Table 13**  
**Mix Design Batching Tolerances—Volumetric Mixers**

Material	Tolerance
Cement, wt. %	0 to +4
SCM, wt. %	0 to +4
Fine aggregate, wt. %	$\pm 2$
Coarse aggregate, wt. %	$\pm 2$
Admixtures, wt. or volume %	$\pm 3$
Water, wt. or volume %	$\pm 1$

- 4.6. **Mixing and Delivering Concrete.**

- 4.6.1. **Mixing Concrete.** Operate mixers and agitators within the limits of the rated capacity and speed of rotation for mixing and agitation as designated by the manufacturer of the equipment. Provide concrete in a thoroughly mixed and uniform mass with a satisfactory degree of uniformity when tested in accordance with Tex-472-A.

Do not top-load new concrete onto returned concrete.

Adjust mixing times and batching operations as necessary when the concrete contains silica fume to ensure the material is completely and uniformly dispersed in the mix. The dispersion of the silica fume within the mix will be verified by the Construction Division, Materials and Pavements Section, using cylinders made from trial batches. Make necessary changes to the batching operations, if uniform dispersion is not achieved, until uniform and complete dispersion of the silica fume is achieved.

Mix concrete by hand methods or in a small motor-driven mixer when permitted, for small placements of less than 2 cu. yd. For such placements, proportion the mix by volume or weight.

- 4.6.2. **Delivering Concrete.** Deliver concrete to the project in a thoroughly mixed and uniform mass, and discharge the concrete with a satisfactory degree of uniformity. Conduct testing in accordance with Tex-472-A when there is a reason to suspect the uniformity of concrete and as directed.

Maintain concrete delivery and placement rates sufficient to prevent cold joints.

Adding chemical admixtures or the portion of water withheld is only permitted at the jobsite, under the supervision of the Engineer, to adjust the slump or slump flow of the concrete. Do not add water or chemical admixtures to the batch after more than an amount needed to conduct slump testing has been discharged. Turn the drum or blades at least 30 additional revolutions at mixing speed to ensure thorough and uniform mixing of the concrete. When this water is added, do not exceed the approved mix design water-to-cementitious material ratio.

Before unloading, furnish the delivery ticket for the batch of concrete containing the information required on Department Form 596, "Concrete Batch Ticket." The Engineer will verify all required information is provided on the delivery tickets. The Engineer may suspend concrete operations until the corrective actions are

implemented if delivery tickets do not provide the required information. The Engineer will verify the design water-to-cementitious material ratio is not exceeded.

Begin the discharge of concrete delivered in truck mixers within the times listed in Table 14. Concrete may be discharged after these times provided the concrete temperature and slump meet the requirements listed in this Item and other pertinent Items. Perform these tests with certified testing personnel per Section 421.4.8.1., "Certification of Testing Personnel." Provide the Engineer the option of witnessing testing of the concrete. If not provided this option, the Engineer may require additional testing before the concrete is placed.

**Table 14**  
**Concrete Discharge Times**

Fresh Concrete Temperature, °F	Max Time After Batching for Concrete Not Containing Type B or D Admixtures, min.	Max Time After Batching for Concrete Containing Type B or D Admixtures, <sup>1</sup> min.
90 and above	45	75
75 ≤ T < 90	60	90
T < 75	90	120

- Concrete must contain at least the minimum manufacturer's recommended dosage of Type B or D admixture.

- 4.7. **Placing, Finishing, and Curing Concrete.** Place, finish, and cure concrete in accordance with the pertinent Items.
- 4.8. **Sampling and Testing of Concrete.** Unless otherwise specified, all fresh and hardened concrete is subject to testing as follows:
- 4.8.1. **Certification of Testing Personnel.** Contractor personnel performing testing must be either ACI-certified or qualified by a Department-recognized equivalent written and performance testing program for the tests being performed. Personnel performing these tests are subject to Department approval. Use of a commercial laboratory is permitted at the Contractor's option. All personnel performing testing using the maturity method must be qualified by a training program recognized by the Department before using this method on the job.
- 4.8.2. **Fresh Concrete.** Provide safe access and assistance to the Engineer during sampling. Fresh concrete will be sampled for testing at the discharge end if using belt conveyors or pumps. When it is impractical to sample at the discharge end, a sample will be taken at the time of discharge from the delivery equipment and correlation testing will be performed and documented to ensure specification requirements are met at the discharge end.
- 4.8.3. **Testing of Fresh Concrete.** Test for the fresh properties listed in Table 15.

**Table 15**  
**Fresh Concrete Tests**

Tests	Test Methods
Slump <sup>1</sup>	Tex-415-A
Temperature <sup>1</sup>	Tex-422-A
Air Content <sup>2</sup>	Tex-414-A, Tex-416-A or ASTM C457

- Job-control testing performed by the Contractor.
- Only required during concrete trial batch when air-entrained concrete is specified on the plans.

Concrete with a slump lower than the minimum placement slump in Table 9 after the addition of all water withheld, or concrete exhibiting segregation and excessive bleeding may be rejected.

When SCC exceeds the maximum placement slump flow or VSI rating, the Engineer will immediately resample and retest the concrete slump flow and VSI rating. If the concrete exceeds the maximum placement slump flow or VSI rating after the retest, the concrete will be rejected.

- 4.8.3.1. **Job-Control Testing.** Perform job-control concrete temperature and slump testing as specified in Table 16 unless otherwise specified. Provide the Engineer the opportunity to witness the testing. The Engineer may

require a retest if not given the opportunity to witness. Immediately notify the Engineer of any concrete temperature or slump nonconformity issues. Furnish a copy of all test results to the Engineer daily.

**Table 16**  
**Job-Control Testing Frequencies**

Concrete Placements	Frequency
Bridge Deck Placements	Test the first few loads, then every fifth load delivered.
All Other Structural Class Concrete Placements	One test every 60 cu. yd. or fraction thereof.
Non-Structural Class Concrete Placements	One test every 180 cu. yd. or fraction thereof.

Immediately resample and retest the concrete slump when the concrete exceeds the slump range at time of placement. If the concrete exceeds the slump range after the retest, and is used at the Contractor's option, the Engineer will make strength specimens as specified in Article 421.5., "Acceptance of Concrete."

- 4.8.3.2. **Strength Specimen Handling.** Remove specimens from their molds and deliver Department test specimens to curing facilities within 24 to 48 hr. after molding, in accordance with pertinent test procedures unless otherwise shown on the plans or directed. Clean and prepare molds for reuse if necessary.

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## 5. ACCEPTANCE OF CONCRETE

The Engineer will sample and test the fresh and hardened concrete for acceptance. The test results will be reported to the Contractor and the concrete supplier. Investigate the quality of the materials, the concrete production operations, and other possible problem areas to determine the cause for any concrete that fails to meet the required strengths as outlined below. Take necessary actions to correct the problem including redesign of the concrete mix. The Engineer may suspend all concrete operations under the pertinent Items if the Contractor is unable to identify, document, and correct the cause of the low strengths in a timely manner. Resume concrete operations only after obtaining approval for any proposed corrective actions. Concrete failing to meet the required strength as outlined below will be evaluated using the procedures listed in Article 421.6., "Measurement and Payment."

- 5.1. **Structural Concrete.** For concrete classes identified as structural concrete in Table 8, the Engineer will make and test 7-day and 28-day specimens. Acceptance will be based on attaining the design strength given in Table 8.
- 5.2. **Class P and Class HES.** The Engineer will base acceptance in accordance with Item 360, "Concrete Pavement," and Item 361, "Repair of Concrete Pavement."
- 5.3. **All Other Concrete.** For concrete classes not identified as structural concrete in Table 8, the Engineer will make and test 7-day specimens. The Engineer will base acceptance on the 7-day target value established in accordance with Section 421.4.3., "Concrete Trial Batches."

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## 6. MEASUREMENT AND PAYMENT

The work performed, materials furnished, equipment, labor, tools, and incidentals will not be measured or paid for directly but will be subsidiary to pertinent Items.

The following procedure will be used to evaluate concrete where one or more project acceptance test specimens fail to meet the required design strength specified in this Item or on the plans:

- The concrete for a given placement will be considered structurally adequate and accepted at full price if the average of all test results for specimens made at the time of placement meets the required design strength provided no single test result is less than 85% of the required design strength.
- The Engineer will perform a structural review of the concrete to determine its adequacy to remain in service if the average of all test results for specimens made at the time of placement is less than the required design strength or if any test results are less than 85% of the required design strength. If the in-

situ concrete strength is needed for the structural review, take cores at locations designated by the Engineer in accordance with Tex-424-A. The Engineer will test the cores. The coring and testing will be at the Contractor's expense.

- If all of the tested cores meet the required design strength, the concrete will be paid for at full price.
- If any of the tested cores do not meet the required design strength, but the average strength attained is determined to be structurally adequate, the Engineer will determine the limits of the pay adjustment using the following formula:

$$A = B_p \left[ -5.37 \left( \frac{S_a}{S_s} \right)^2 + 11.69 \left( \frac{S_a}{S_s} \right) - 5.32 \right]$$

where:

$A$  = Amount to be paid per unit of measure for the entire placement in question

$S_a$  = Actual average strength from cylinders or cores. Use values from cores, if taken.

$S_s$  = Minimum required strength (specified)

$B_p$  = Unit Bid Price

- If the structural review determines the concrete is not adequate to remain in service, the Engineer will determine the limits of the concrete to be removed.
- The decision to reject structurally inadequate concrete or to apply the pay adjustment factor will be made no later than 56 days after placement.

## **PART B**

### **GUIDE SCHEDULE OF SAMPLING AND TESTING**

# GUIDE SCHEDULE OF SAMPLING & TESTING FOR DESIGN BID-BUILD (DBB) PROJECTS - (DBB Guide Schedule)

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JUNE 28, 2019



## Using the Guide Schedule

Research of sampling and testing rates, listed for project tests in the following Guide Schedule, show that the Department's and the Contractor's risk of either rejecting "good" material or accepting "bad" material range from 20% to 40%.

To reduce this risk, we recommend that the sampling rate be increased during initial production. A four-fold increase in testing frequency will generally reduce risk to approximately 5%. The intent of increasing testing, at the start of production, is to insure the Contractor's processes are in control and to establish acceptability requirements early.

There is a need to increase the frequency of testing for high-variability materials and when testing results do not meet specifications. The Engineer may require the Contractor to reimburse the Department for costs resulting from failing test results, in accordance with the specifications.

Materials incorporated in TxDOT projects are subjected to various quality assurance procedures such as testing (as outlined in this document), certification, quality monitoring, approved lists, etc. The Engineer and testing staff should familiarize themselves with materials to be used before work begins by reviewing the specifications and this document. Discuss material testing requirements with the Contractor.

Other testing required by the specifications, but not shown in the DBB Guide Schedule, should be performed at a frequency necessary to provide adequate confidence that materials meet specifications.

NOTE—The TxDOT District Area Engineer or Director of Construction must submit a "Materials Certification Letter" at final acceptance of the project. The intent of this letter is to ensure that the quality of all materials incorporated into the project is in conformance with the plans and specifications, thus ensuring a service life equivalent to the design life. Any material represented by an acceptance test, that does not meet the criteria contained in the plans and specifications, is considered an exception. Exceptions must be listed in the materials certification letter. For projects with federal oversight, submit the materials certification letter (See Appendix D of DBB QAP) to the FHWA division administrator, with a copy to **the Materials and Tests Division (MTD)**. For non-federal oversight projects, submit the material certification letter (Appendix E of DBB QAP) to the TxDOT District Engineer, with a copy to **MTD**. Refer to section 4.1 of the "Quality Assurance Program for Design-Bid-Build Projects" (DBB QAP).

Assuring the quality of the product and proper incorporation of materials into the project begins with proper sampling practices. Sampling, testing, and construction inspection must be performed collaboratively to assure the specific attributes of the finished product reflect quality workmanship. Sampling guidance for hot-mix asphalt is contained in Tex-225-F, "Random Selection of Bituminous Mixture Samples," and the respective specification for that material. All remaining materials are covered by method and materials specifications, to which the following applies.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

For acceptance testing, especially that which directly determines payment for the Contractor, sampling personnel should provide randomness in sampling by avoiding patterned sampling routines. Examples of such sampling practices are as follows:

- Soils/flexible base: Vary sampling between stockpiling operations, completed stockpile, windrow, and project site. Vary the time of day sampling is performed.
- Aggregates: Sample aggregates nearest the point of incorporation into the work. Vary sampling between stockpiling operations, completed stockpile, belt sampling, and if deemed necessary, railroad cars/trucks. Vary the time of day sampling is performed.
- Concrete (structural and miscellaneous): Always sample as near as practicable to the point of placement. For strength testing, vary the time of day or the number of truck from which the concrete is sampled. Tests for slump, air, and temperature should be done often to ensure the consistent control of the concrete production (not applicable to miscellaneous concrete).

*This Guide Schedule is applicable to all contracts associated with the 2014 Standard Specifications.*

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**TABLE I – EMBANKMENTS, SUBGRADES, BACKFILL, AND BASE COURSES**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (F)	REMARKS
EMBANKMENT (CUTS & FILLS)	Liquid Limit (A)	Tex-104-E	During stockpiling operations, from completed stockpile, or project site (B)	Materials with PI ≤ 15: 10,000 CY	For Type A embankment or when required by the plans. This test may be waived for embankment cuts <b>as directed by the Engineer</b> . Determine a new liquid limit and plasticity index for each different material or notable change in material. Sample in accordance with Tex-100-E. When shown on plans. This test may be waived for embankment cuts, as directed by the Engineer. Sample in accordance with Tex-100-E. Not required for ordinary compaction. Determine a new optimum moisture and maximum density for each different material or notable change in material. Sample in accordance with Tex-100-E. Not required for ordinary compaction. Determine a new optimum moisture and maximum density according to Tex-114-E for each different material or notable change in material. Correct the moisture contents measured by nuclear density gauge in Tex-115-E with the moisture contents determined in accordance with Tex-103-E, as necessary for control, for each different material or notable change in material and adjust the density accordingly. Materials such as RAP, gypsum, lime, cement, and iron ore tend to bias the counts for nuclear density gauges.
	Plasticity Index (A)	Tex-106-E		Materials with PI > 15: 5,000 CY	
	Gradation	Tex-110-E		Each 10,000 CY	
	Moisture/Density	Tex-114-E		As directed by the Engineer	
	In-place Density (A)	Tex-115-E	<b>As directed by the Engineer</b>	Fill: each 5,000 CY min. 1 per lift.	
Cut: each 6,000 LF					
RETAINING WALL (NON-SELECT BACKFILL)	As shown above for Embankment (Cuts and Fills)		As shown above for Embankment (Cuts and Fills)	As shown above for Embankment (Cuts and Fills)	Sample in accordance with Tex-100-E.
RETAINING WALL (SELECT BACKFILL)	Plasticity Index (A)	Tex-106-E	During stockpiling operations, from completed stockpile, or project site (B)	Each 5,000 CY	<b>Required only for Type CS backfill</b> . Test the fraction of material finer than the No. 200 sieve. Sample in accordance with Tex-400-E.
	Gradation	Tex-110-E	During stockpiling operations, from completed stockpile, or project site (B)	Each 5,000 CY	Required only for Drainage Aggregate. Sample in accordance with Tex-400-A.
		Tex-401-A			Required only for Select Backfill. Sample in accordance with Tex-400-A.
Resistivity (A)	Tex-129-E	During stockpiling operations, from completed stockpile, or project site (B)	Each 5,000 CY	For material with resistivity between 1,500 and 3,000 ohm-cm, determine chloride and sulfate content, as specified in Item 423. Sample in accordance with Tex-400-A.	

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 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE I – EMBANKMENTS, SUBGRADES, BACKFILL, AND BASE COURSES**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (F)	REMARKS
RETAINING WALL (SELECT BACKFILL) (continued)	pH (A)	Tex-128-E	During stockpiling operations, from completed stockpile, or project site (B)	Each 5,000 CY	Sample in accordance with Tex-400-A.
	Magnesium Soundness	Tex-411-A	During stockpiling operations, or from completed stockpile	1 per source, per project	Test when backfill sources appear to contain particles such as shale, caliche, or other soft, poor-durability particles. Sample in accordance with Tex-400-A.
	Micro-Deval	Tex-461-A	During stockpiling operations, or from completed stockpile	1 per source, per project	May be used as an alternate to the magnesium soundness only when the % loss from the micro-deval is not greater than 20%. When the % loss from the micro-deval is greater than 20%, the magnesium soundness governs aggregate verification. Sample in accordance with Tex-400-A.
	In-place Density (A)	Tex-115-E	As directed by the Engineer.	1 per backfill lift, per wall	Not required for rock backfill. For walls greater than 500 ft. in length, perform one test per lift for every 500 ft. in length. (F) Correct the moisture contents measured by nuclear density gauge in Tex-115-E with the moisture contents determined in accordance with Tex-103-E for each different material or notable change in material and adjust the density accordingly.
UNTREATED BASE COURSES	Liquid Limit (A)	Tex-104-E	During stockpiling operations, from completed stockpile, or windrow (B)	Each 5,000 CY	Sample in accordance with Tex-400-A.
	Plasticity Index (A)	Tex-106-E	During stockpiling operations, from completed stockpile, or windrow (B)	Each 5,000 CY	
	Gradation (A)	Tex-110-E	During stockpiling operations, from completed stockpile, or windrow (B)	Each 5,000 CY	Sample in accordance with Tex-400-A.
	Moisture/Density	Tex-113-E	From completed stockpile at the source (E)	Each 20,000 CY	Not required for ordinary compaction. Sample in accordance with Tex-400-A.

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**TABLE I – EMBANKMENTS, SUBGRADES, BACKFILL, AND BASE COURSES**

			PROJECT TESTS			
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (F)	REMARKS	
UNTREATED BASE COURSES (Continued)	Wet Ball Mill (A)	Tex-116-E	From completed stockpile at the source (E)	Each 20,000 CY	Required for Grades 1–2 and 5, and as shown on the plans for Grade 4. Sample in accordance with Tex-400-A.	
	Strength (A)	Tex-117-E	From completed stockpile at the source (E)	Each 20,000 CY	Required for Grades 1–2 and 5, and as shown on the plans for Grade 4. When base material is from a source where the District has a record of satisfactory triaxial results, the frequency of testing may be reduced to one per 30,000 CY. If any one test falls below the minimum value required, the frequency of testing will return to the original frequency of 20,000 CY. Sample in accordance with Tex-400-A.	
	In-place Density (A)	Tex-115-E	As directed by the Engineer	Each 3,000 CY, min. 1 per lift	Correct the moisture contents measured by nuclear density gauge in Tex-115-E with the moisture contents determined in accordance with Tex-103-E, as necessary for control, for each different material or notable change in material and adjust the density accordingly. Materials such as RAP, gypsum, lime, cement, and iron ore tend to bias the counts for nuclear density gauges.	
	Thickness (A)	Tex-140-E	As directed by the Engineer	Each 3,000 CY	Not required where survey grade control documents are compliant.	
	Ride Quality (A)	Tex-1001-S Surface Test, Type B	Final riding surface of travel lanes		This applies to the final travel lanes that receive a 1- or 2-course surface treatment for the final surface, unless otherwise shown on the plans.	
TREATED SUBGRADE AND BASE COURSES	SUBGRADE BEFORE TREATMENT	Organic Content	Tex-148-E	As directed by the Engineer	1 per project, per source or as directed by the Engineer	Required for existing subgrade material and material imported from a borrow source. Soil survey and geologic maps may be used to determine sampling locations. Sample in accordance with Tex-100-E.
	SUBGRADE BEFORE TREATMENT	Sulfate Content	Tex-145-E	As directed by the Engineer	1 per 500 feet or 5,000 CY	Required for existing subgrade material and material imported from a borrow source. Soil survey and geologic maps may be used to determine sampling locations. Sample in accordance with Tex-100-E.
	NEW BASE MATERIAL	Liquid Limit (A)	Tex-104-E	During stockpiling operations, from completed stockpile, or windrow (B)	Each 5,000 CY	When central mix site or plant is used, windrow sampling may be waived. Sample in accordance with Tex-400-A.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE I – EMBANKMENTS, SUBGRADES, BACKFILL, AND BASE COURSES**

			PROJECT TESTS			
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (F)	REMARKS	
TREATED SUBGRADE AND BASE COURSES (Continued)	NEW BASE MATERIAL (Continued)	Plasticity Index (A)	Tex-106-E	During stockpiling operations, from completed stockpile, or windrow (B)	Each 5,000 CY	
		Gradation (A)	Tex-110-E	During stockpiling operations, from completed stockpile, or windrow (B)	Each 5,000 CY	Sample in accordance with Tex-400-A.
		Wet Ball Mill (A)	Tex-116-E	From completed stockpile at the source (E)	Each 20,000 CY	Required for Grades 1–2 and 5, and as shown on the plans for Grade 4. Sample in accordance with Tex-400-A.
		Strength (A)	Tex-117-E	From completed stockpile at the source (E)	Each 20,000 CY	Required for Grades 1–2 and 5, and as shown on the plans for Grade 4. When base material is from a source where the District has a record of satisfactory triaxial results, the frequency of testing may be reduced to one per 30,000 CY. If any one test falls below the minimum value required, the frequency of testing will return to the original frequency of 20,000 CY.
	LIME	Compliance with DMS-6350	Tex-600-J	During delivery to project	Commercial Lime Slurry: each 200 tons of lime Carbide Lime Slurry: each 100 tons of lime	Sample in accordance with Tex-600-J. Verify the source is listed on the current Material Producer List for Lime. Only materials appearing on the Material Producer List will be accepted. Sample frequency for Carbide Lime Slurry may be increased as directed by the Engineer.  For Hydrated Lime and Quick Lime, project testing is not required but it is encouraged to sample and test the material at a rate of 1 per project as a best practice.
	CEMENT	Compliance with DMS-4600		Railroad car, truck, or cement bins		Verify the source is listed on the current Material Producer List for Cement. If not, sample and test in accordance with DMS-4600. (C)
	FLY ASH MATERIAL	Compliance with DMS-4615		Project samples at location directed by the Engineer		Verify the source is listed on the current Material Producer List for Fly Ash. Only materials from MTD approved sources appearing on the Material Producer List for Fly Ash will be accepted. Project testing is not required but it is encouraged to sample and test the material at a rate of 1 per project as a best practice. (C)

This is a guide for minimum sampling and testing.  
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**TABLE I – EMBANKMENTS, SUBGRADES, BACKFILL, AND BASE COURSES**

MATERIAL OR PRODUCT		TEST FOR	TEST NUMBER	PROJECT TESTS		REMARKS
				LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (F)	
TREATED SUBGRADE AND BASE COURSES (Continued)	COMPLETE MIXTURE	Pulverization Gradation	Tex-101-E, Part III	Roadway, after pulverization and mixing	As necessary for control	At the beginning of the project, one test must be made for each 4,500 CY or 6,000 tons until the Engineer is satisfied that acceptable pulverization results are being obtained. Sample in accordance with Tex-100-E.
		Moisture/Density Curve and Strength	Tex-120-E, Part II, or Tex-121-E, Part II	From roadway windrow after treatment <b>(E)</b>	Each 20,000 CY	Not required for ordinary compaction. Determine a new moisture/density curve for each different or notable change in material. Perform Tex-120-E, Part II, for Cement Treated Material, and Tex-121-E, Part II, for Lime, Lime-Fly Ash, or Fly Ash Treated Material. If Tex-120-E, Part I, Tex-121-E, Part I, or Tex-127-E is performed <b>before</b> the project, this test may be waived. Sample in accordance with Tex-100-E.
		Moisture/Density Curve and Strength	Tex-120-E, Part I, Tex-121-E, Part I, or Tex-127-E	From roadway before treatment	As necessary for control	Perform Tex-120-E, Part I, on cement treated material, and Tex-121-E, Part I, for lime-fly ash or fly ash treated material. Verifies the field strength by comparing results from the mix design. Performed <b>at the direction of the Engineer and when notable change in material, as described above for Part II of the test procedures.</b> Sample in accordance with Tex-100-E.
		In-place Density <b>(A)</b>	Tex-115-E	<b>As directed by the Engineer</b>	Each 3,000 CY, min 1 per lift	Determine the appropriate moisture/density curve for each different material or notable change in material. Correct the moisture contents measured by nuclear density gauge in Tex-115-E with the moisture contents determined in accordance with Tex-103-E, as necessary for control, for each different material or notable change in material and adjust the density accordingly. Stabilizers and materials such as RAP, gypsum, and iron ore tend to bias the counts for nuclear density gauges.
		Thickness <b>(A)</b>	Tex-140-E	<b>As directed by the Engineer</b>	Each 3,000 CY	Not required where survey grade control documents are used for compliance.

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TABLE I – EMBANKMENTS, SUBGRADES, BACKFILL, AND BASE COURSES					
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	PROJECT TESTS		REMARKS
			LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (F)	
RECLAIMED ASPHALT PAVEMENT (RAP), CRUSHED CONCRETE, and RECYCLED MATERIALS	Sulfate Content	Tex-145-E	During stockpiling operations, from completed stockpile, or windrow	Each 5,000 CY	Required only for contractor furnished recycled material, including crushed concrete. Not required for RAP. Sample in accordance with Tex-400-A.
	Deleterious Material	Tex-413-A		Each 5,000 CY	Required only for contractor furnished recycled material, including crushed concrete. Sample in accordance with Tex-400-A.
	Decantation	Tex-406-A	During stockpiling operations, from completed stockpile, or windrow	Each 5,000 CY	Required only for contractor furnished RAP. Sample in accordance with Tex-400-A.

TABLE I – FOOTNOTES	
<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager (SM), in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	Engineer will select any of these locations or any combinations thereof with the provision that the initial sample will be obtained from the completed stockpile at the source and at least one out of ten consecutive samples will be taken at the project site (from the windrow for treated and untreated bases and embankments when possible).
<b>C</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>D</b>	For acceptance testing, especially that which directly determines payment for the Contractor, sampling personnel should provide randomness in sampling by avoiding patterned sampling routines. Examples of such sampling practices are as follows: <ul style="list-style-type: none"> <li>• Soils/Flexible Base: For gradation, liquid limit, and plastic limit, vary sampling between stockpiling operations, completed stockpile, windrow, and project site. Vary the time of day sampling is performed.</li> <li>• Aggregates: Sample aggregates nearest the point of incorporation into the work. Vary sampling between stockpiling operations, completed stockpile, belt sampling, and if deemed necessary, railroad cars/trucks. Vary the time of day sampling is performed.</li> </ul>
<b>E</b>	The Engineer will sample from the completed stockpile at the source and test <b>before</b> placement.
<b>F</b>	Each test performed that is based on a quantity of material is considered “or fraction thereof” for calculating number of tests.

This is a guide for minimum sampling and testing.  
 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE IA – ASPHALT TREATED BASE (Plant Mix)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (C)	FREQUENCY OF SAMPLING (D)	REMARKS
AGGREGATE	Liquid Limit (A)	Tex-104-E	During stockpiling operations, from completed stockpile, or before mixing	Each 5,000 CY	Sample in accordance with Tex-400-A.
	Plasticity Index (A)	Tex-106-E	During stockpiling operations, from completed stockpile, or before mixing	Each 5,000 CY	
	Wet Ball Mill (A)	Tex-116-E	During stockpiling operations, from completed stockpile, or before mixing	1 per project, per source	Sample in accordance with Tex-400-A. (B)
LIME	Compliance with DMS-6350		During delivery to the project	Hydrated Lime: 1 per project Commercial Lime Slurry: each 200 tons of lime (D) Carbide Lime Slurry: each 100 tons of lime (D) Quick Lime: 1 per project	On projects requiring less than 50 tons, material from MTD approved sources may be accepted on the basis of Producer's Certification without sampling.
RECLAIMED ASPHALT PAVEMENT (RAP), and RECYCLED AGGREGATE	Decantation	Tex-406-A, Part I	During stockpiling operations, from completed stockpile, or before mixing	Each 10,000 CY	Sample in accordance with Tex-400-A.
RECYCLED ASPHALT SHINGLES (RAS)	Decantation	Tex-217-F, Part III	During stockpiling operations, from completed stockpile, or before mixing	Each 10,000 CY	Sample in accordance with Tex-400-A.
ASPHALT BINDER	Compliance with Item 300		Sampling port nearest the storage tank	1 per project, per grade, per source	Test a minimum of one sample taken from the project. Sample binder in accordance with Tex-500-C, Part II.  Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SiteManager (SM) Assistant.  The Engineer must associate one QM sample per project in SM.

This is a guide for minimum sampling and testing.  
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**TABLE IA – ASPHALT TREATED BASE (Plant Mix)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (C)	FREQUENCY OF SAMPLING (D)	REMARKS
TACK COAT	Compliance with Item 300		Distributor	1 per project, per grade, per source	<p>Test a minimum of one sample taken from the project. Sample tack coat in accordance with Tex-500-C, Part III.</p> <p>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</p> <p>The Engineer must associate one QM sample per project in SM.</p>
COMPLETE MIXTURE	Gradation (A)	Tex-200-F, Part I	Plant Mix (C)	20,000 CY (25,000 tons)	<p>Sample in accordance with Tex-222-F.</p> <p>Determine the gradation of the aggregate from the complete mixture tested in accordance with Tex-236-F.</p>
	Laboratory Density (A)	Tex-126-E	Plant Mix (C)	20,000 CY (25,000 tons)	Sample in accordance with Tex-222-F.
	Percent Asphalt (A)	Tex-236-F	Plant Mix (C)	Each 1,500 CY (2,000 tons) or days production	Determine an asphalt content correction factor for ignition oven at a minimum of one per project. Sample in accordance with Tex-222-F.
	Indirect Tensile Strength – Dry	Tex-226-F	Plant Mix	1 per project, per design	Sample in accordance with Tex-222-F.
	Moisture Susceptibility	Tex-530-C	As directed by the Engineer	1 per project, per design	This test may be waived, when shown on the plans. Sample in accordance with Tex-222-F.
ROADWAY	In-Place Air Voids (A)	Tex-207-F	Roadway cores, as directed by the Engineer (C, D)	Each 3,000 CY, min 1 per lift	Not required for ordinary compaction or when air void requirements are waived. Sample in accordance with Tex-222-F.
	Ride Quality	Tex-1001-S Surface Test, Type A	On Finished Surface		Unless otherwise shown on the plans.

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TABLE IA – FOOTNOTES	
A	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager (SM), in the remarks field, and on the end of the Project Materials Certification Letter.
B	Engineer will select any of these locations or any combinations thereof with the provision that at least one out of ten consecutive samples will be taken at the project site (from the windrow for treated and untreated bases and embankments when possible).
C	For acceptance testing, especially that which directly determines payment for the Contractor, sampling personnel should provide randomness in sampling by avoiding patterned sampling routines. Examples of such sampling practices are as follows: <ul style="list-style-type: none"><li>• Soils/Flexible Base: Vary sampling between stockpiling operations, completed stockpile, windrow, and project site. Vary the time of day sampling is performed.</li><li>• Aggregates: Sample aggregates nearest the point of incorporation into the work. Vary sampling between stockpiling operations, completed stockpile, belt sampling, and if deemed necessary, railroad cars/trucks. Vary the time of day sampling is performed.</li></ul>
D	Each test performed, that is based on a quantity of material, is considered “or fraction thereof” for calculating number of tests.

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TABLE II – SEAL COAT					
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	PROJECT TESTS		REMARKS
			LOCATION OR TIME OF SAMPLING (C)	FREQUENCY OF SAMPLING (D)	
AGGREGATE	Gradation (A)	Tex-200-F, Part I	Stockpile (At source or at point of delivery)	Each 1,000 CY	Rate may be reduced to each 2,000 CY if the Engineer approves a contractor quality control plan. Sample in accordance with Tex-221-F.
	L. A. Abrasion (A)	Tex-410-A	Stockpile	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer List for <b>BRSQC</b> , meets the project specifications. If not, sample and test at 1 per 20,000 CY <b>before</b> use. Sample in accordance with Tex-221-F. (B)
	Magnesium Soundness (A)	Tex-411-A	Stockpile	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer List for <b>BRSQC</b> , meets the project specifications. If not, sample and test at 1 per 20,000 CY <b>before</b> use. Sample in accordance with Tex-221-F. (B)
	Surface Aggregate Classification (A)	Tex-612-J, Tex-411-A	Stockpile	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer List for <b>BRSQC</b> , meets the project specifications. If not, sample and test at 1 per 20,000 CY <b>before</b> use. Sample in accordance with Tex-221-F. (B)
	Pressure Slake (A)	Tex-431-A	Stockpile	1 per 20,000 CY	Same as above. Required only for lightweight aggregate. Sample in accordance with Tex-221-F.
	Freeze Thaw (A)	Tex-432-A	Stockpile	1 per 20,000 CY	Same as above. Required only for lightweight aggregate. Sample in accordance with Tex-221-F.
	Unit Weight	Tex-404-A	Stockpile	1 per 20,000 CY	Same as above. Required only for lightweight aggregate. Sample in accordance with Tex-221-F.
	24 hr. Water Absorption (A)	Tex-433-A	Stockpile	1 per 20,000 CY	Same as above. Required only for lightweight aggregate. Sample in accordance with Tex-221-F.
	Crushed Face Count	Tex-460-A, Part I	Stockpile	1 per 20,000 CY	Only required for crushed gravel. Sample in accordance with Tex-221-F.
	Deleterious Material (A)	Tex-217-F, Part I	Stockpile	1 per 10,000 CY	Not required for lightweight aggregate. Sample in accordance with Tex-221-F.
	Decantation (A)	Tex-406-A	Stockpile	1 per 10,000 CY	Sample in accordance with Tex-221-F.
Flakiness Index	Tex-224-F	Stockpile	Frequency as directed by the Engineer	Sample in accordance with Tex-221-F.	

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TABLE II – SEAL COAT					
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	PROJECT TESTS		REMARKS
			LOCATION OR TIME OF SAMPLING (C)	FREQUENCY OF SAMPLING (D)	
AGGREGATE (Continued)	Micro Deval	Tex-461-A	Stockpile	1 per project or as necessary for control	Compare result to published value listed on the current Material Producer List for BRSQC. Submit sample to MTD for Soundness and L.A. Abrasion testing when results differ by more than 3% points, unless otherwise directed by the Engineer. Sample in accordance with Tex-221-F.
	White Rock Count	Tex-220-F	Stockpile		Required only for Limestone Rock Asphalt. Not required when MTD provides inspection at the plant. Sample in accordance with Tex-221-F.
	Naturally Impregnated Bitumen Content	Tex-236-F	Stockpile		Required only for Limestone Rock Asphalt. Not required when MTD provides inspection at the plant. Sample in accordance with Tex-221-F.
PRECOATED AGGREGATE	Asphalt Content	Tex-210-F	Stockpile	Frequency as directed by the Engineer when a target value is specified	Sample in accordance with Tex-221-F.
ASPHALT BINDER	Compliance with Item 300		Distributor	1 per project, per grade, per source	Test a minimum of one sample taken from the project. Sample asphalt binder in accordance with Tex-500-C, Part III. Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant. The Engineer must associate one QM sample per project in SM.

TABLE II – FOOTNOTES	
A	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
B	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
C	For acceptance testing, especially that which directly determines payment for the Contractor, sampling personnel should provide randomness in sampling by avoiding patterned sampling routines. Examples of such sampling practices are as follows: <ul style="list-style-type: none"> <li>Aggregates: Sample aggregates nearest the point of incorporation into the work. Vary sampling between stockpiling operations, completed stockpile, belt sampling, and if deemed necessary, railroad cars/trucks. Vary the time of day sampling is performed.</li> </ul>
D	Each test performed, that is based on a quantity of material, is considered “or fraction thereof” for calculating number of tests.

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TABLE III – HYDRAULIC CEMENT CONCRETE – STRUCTURAL (Classes: C, F, H, S, CO, K, LMC, or SS)						
			PROJECT TESTS			
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (E)	REMARKS	
MINERAL AGGREGATE	COARSE AGGREGATE	Decantation <b>(B)</b>	Tex-406-A	From stockpile at concrete plant	Each 20,000 CY of concrete (each source)	Sample in accordance with Tex-400-A.
		Sieve Analysis <b>(A) (B)</b>	Tex-401-A		Each 1,000 CY of concrete (each source)	Test combined aggregate when used. Sample in accordance with Tex-400-A.
		Deleterious Materials <b>(B)</b>	Tex-413-A		1 per project or as necessary for control	Sample in accordance with Tex-400-A.
		Los Angeles Abrasion <b>(A) (B)</b>	Tex-410-A		One, each source	Verify the value of the source, as listed on the current Material Producer list for <b>CRSQC</b> , meets the project specifications. If not, sample and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex- 499-A. Sample in accordance with Tex-400-A. <b>(C)</b>
		Magnesium Soundness <b>(A) (B)</b>	Tex-411-A		One, each source	Verify the value of the source, as listed on the current <b>CRSQC</b> , meets the project specifications. <b>(C)</b>
	FINE AGGREGATE	Sand Equivalent <b>(B)</b>	Tex-203-F	From stockpile at concrete plant	1 per project or as necessary for control	Test combined aggregate when used. Sample in accordance with Tex-400-A.
		Organic Impurities <b>(B)</b>	Tex-408-A		1 per project, per source	Sample in accordance with Tex-400-A.
		Sieve Analysis <b>(A) (B)</b>	Tex-401-A		Each 1,000 CY of concrete (each source)	Sample in accordance with Tex-400-A.
		Fineness Modulus <b>(B)</b>	Tex-402-A		1 per project or as necessary for control	Test combined aggregate when used. Test to confirm material variability when strength values are in question. Sample in accordance with Tex-400-A.
		Deleterious Material <b>(B)</b>	Tex-413-A		1 per project or as necessary for control	Test to confirm material variability when strength values are in question. Sample in accordance with Tex-400-A.

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TABLE III – HYDRAULIC CEMENT CONCRETE – STRUCTURAL (Classes: C, F, H, S, CO, K, LMC, or SS)						
			PROJECT TESTS			
MATERIAL OR PRODUCT		TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (E)	REMARKS
MINERAL AGGREGATE (Continued)	FINE AGGREGATE (Continued)	Acid Insoluble Residue <b>(A) (B)</b>	Tex-612-J		Two, each source	Only for concrete subject to direct traffic. Verify the value of the source, as listed on the current <b>CRSQC</b> , meets the project specifications. If not, sample and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex-499-A. Sample in accordance with Tex-400-A. <b>(C)</b>
SILICA FUME		Compliance with DMS-4630 <b>(A)</b>		Railroad car, truck, bags or silos	1 per project, per class of concrete (For each type and brand)	Provide <b>MTD</b> with one 4 x 8 concrete sample for silica fume dispersion verification. Verify the source is listed on the Material Producer List for Silica Fume. Sample in accordance with Tex-300-D.
METAKAOLIN		Compliance with DMS-4635 <b>(A)</b>		Railroad car, truck or silos	1 per project, per class of concrete (For each type and brand)	Sample in accordance with Tex-300-D.
MIX DESIGN		Compliance with Standard Specification Item 421.4.A		At source (if not approved)	Min. 1 design per class, per source	Verify if cement, fly ash, slag cement, and chemical admixture sources are listed on the Material Producer Lists. If not, sample and submit to <b>MTD</b> for testing. Water testing is contracted by the concrete supplier (commercial lab report to be reviewed by TxDOT). Sample in accordance with Tex-300-D for cement and in accordance with Tex-733-I for fly ash.
JOINT MATERIAL		Compliance with DMS-6300				Verify the source is listed on the Material Producer List for <b>Joint Sealers</b> . If not, sample and test <b>before</b> use in accordance with DMS-6310. <b>(C)</b> Sample in accordance with Tex-500-C.
CURING COMPOUND		Compliance with DMS-4650		Sampled at jobsite; tested by <b>MTD</b> . See remarks.	When requested by <b>MTD</b>	Only products listed on the Material Producer List for <b>Concrete Curing Compounds</b> will be allowed. When sample is requested by <b>MTD</b> , sample in accordance with Tex-718-I. Ensure container has been agitated and mixed <b>before</b> sampling. <b>(C)</b>
EVAPORATION RETARDANTS		Compliance with DMS-4650				Only products listed on the Material Producer list for <b>Evaporation Retardants</b> will be allowed. <b>(C)</b>
REINFORCING STEEL		Compliance with the Std. Specifications & Spec. Provisions	As Specified			Only materials from <b>MTD</b> approved sources listed on the Material Producer Lists for <b>Reinforcing Steel Mills</b> and <b>Seven Wire Steel Strand</b> will be allowed. <b>(C)</b>

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**TABLE III – HYDRAULIC CEMENT CONCRETE – STRUCTURAL (Classes: C, F, H, S, CO, K, LMC, or SS)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (E)	REMARKS
MECHANICAL COUPLERS	Compliance with DMS-4510	Tex-743-I	Sampled at jobsite; Tested by <b>MTD</b>	3 couplers per lot (500 couplers) for each type, model, bar size, and grade	Only materials from <b>MTD</b> approved sources listed on the Material Producer List for <b>Mechanical Couplers</b> will be allowed. <b>(C)</b>
LATEX	Compliance with DMS-4640 for concrete chemical admixtures				Verify the Latex is listed on the Material Producer List for Chemical Admixtures.
EPOXY	Compliance with DMS-6100, unless otherwise specified		Sampled at jobsite if not pre-approved by <b>MTD</b> .	1 per batch or shipment	Verify the source is listed on the Material Producer List for <b>Epoxies and Adhesives</b> . If not, sample and test <b>before</b> use in accordance with DMS-6100. Sample in accordance with Tex-734-I. <b>(C)</b>
CONCRETE	Compressive Strength <b>(A)</b>	Tex-418-A	At point of concrete placement	4 cylinders for each 60 CY per class, per day (For bridge railing and traffic railing, testing may be reduced to 4 cylinders per 180 CY per class regardless of days)	Sampling must be in accordance with Tex-407-A. Making additional cylinders for 56 day testing should be considered when slow strength gain mixtures are being used, or when the approved mix design has a history of failing to meet design strength at 28 days. Test two cylinders at 7 days, and if the average value is below the design strength, as defined in Item 421, Table 8, test the remaining 2 cylinders at 28 days, or 56 days if additional cylinder were not made. If the average value of the 2 cylinders tested at 7 days meets the minimum design strength, listed in Item 421, Table 8, the remaining cylinders are not required to be tested. If the average value of the 7 and 28 day cylinders are below the design strengths, and 56 day cylinders were made, test the remaining set at 56 days.
	Slump	Tex-415-A		1 test, per 4 strength specimens	Sample in accordance with Tex-407-A. Perform slump and temperature tests on the same load from which strength test specimens are made. Perform entrained air test only when entrained air concrete is specified on the plans. Check temperature of every load for bridge slabs and mass concrete placements.
	Entrained Air <b>(A)</b>	Tex-416-A or Tex-414-A			Contractor's required testing will be in accordance with specification requirements for the appropriate specification Item #.
	Temperature of Concrete <b>(A)</b>	Tex-422-A			

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TABLE III – HYDRAULIC CEMENT CONCRETE – STRUCTURAL (Classes: C, F, H, S, CO, K, LMC, or SS)					
			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (D)	FREQUENCY OF SAMPLING (E)	REMARKS
CONCRETE (Continued)	Bridge Deck or Culvert Top Slab Thickness and Depth of Reinforcement	Tex-423-A, Part II	During dry run and during concrete placement (Bridge decks and direct traffic culverts)	1 per span	Min 6–Max 18 locations per span.

TABLE III – FOOTNOTES	
<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	These Project Tests may be used for one or more projects being furnished concrete from the same plant during the same period.
<b>C</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>D</b>	For acceptance testing, especially that which directly determines payment for the Contractor, sampling personnel should provide randomness in sampling by avoiding patterned sampling routines. Examples of such sampling practices are as follows: <ul style="list-style-type: none"> <li>• Aggregates: Sample aggregates nearest the point of incorporation into the work. Vary sampling between stockpiling operations, completed stockpile, and if deemed necessary, railroad cars/trucks. Vary the time of day sampling is performed.</li> <li>• Concrete (structural): Always sample as near as practicable to the point of placement. For strength testing, vary the time of day or the number of truck from which the concrete is sampled. Test often for slump, air, and temperature to ensure the consistent control of the concrete production.</li> </ul>
<b>E</b>	Each test performed, that is based on a quantity of material, is considered “or fraction thereof” for calculating number of tests.

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TABLE IV – HYDRAULIC CEMENT CONCRETE – NON-STRUCTURAL CONCRETE (Classes: A, B, or E)					
			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING (B)	FREQUENCY OF SAMPLING (C)	REMARKS
CONCRETE	Compressive Strength (A)	Tex-418-A	At point of concrete placement	2 cylinders per 180 CY, per class	Sampling must be in accordance with Tex-407-A. Strength will be determined by 7-day specimens.
MIX DESIGN	Compliance with the Standard Specification		At source if not approved	Min. 1 design per class, per source	Verify if cement, fly ash, slag cement, and chemical admixture sources are listed on the Material Producer Lists. If not, sample and submit to MTD for testing. Sample in accordance with Tex-300-D for cement and in accordance with Tex-733-I for fly ash. Water testing is contracted by the concrete supplier (commercial lab report to be reviewed by TxDOT).
SILICA FUME	Compliance with DMS-4630		Railroad car, truck, bags, or silos	1 test per project, per class (for each type and brand)	Sample in accordance with Tex-300-D. Provide MTD with one 4 x 8 concrete sample for silica fume dispersion verification. Verify the source is listed on the Material Producer List for Silica Fume.
METAKAOLIN	Compliance with DMS-4635		Railroad car, truck, or silos	1 test per project, per class (for each type and brand)	Sample in accordance with Tex-300-D.

TABLE IV – FOOTNOTES	
A	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
B	For acceptance testing, especially that which directly determines payment for the Contractor, sampling personnel should provide randomness in sampling by avoiding patterned sampling routines. Examples of such sampling practices are as follows: <ul style="list-style-type: none"> <li>Concrete (miscellaneous): Always sample as near as practicable to the point of placement. For strength testing, vary the time of day or the number of truck from which the concrete is sampled.</li> </ul>
C	Each test performed, that is based on a quantity of material, is considered “or fraction thereof” for calculating number of tests.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE V – HYDRAULIC CEMENT CONCRETE PAVEMENT (Classes: P or HES)**

			PROJECT TESTS			
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING	FREQUENCY OF SAMPLING (D)	REMARKS	
MINERAL AGGREGATE	COARSE AGGREGATE	Decantation	Tex-406-A	From stockpile at concrete plant	Each 20,000 CY of concrete (each source)	Sample in accordance with Tex-400-A.
		Sieve Analysis (A)	Tex-401-A		As necessary for control	Sample in accordance with Tex-400-A. Test combined aggregate when used.
		Deleterious Materials	Tex-413-A		Each 20,000 CY of concrete (each source)	Sample in accordance with Tex-400-A.
		L.A. Abrasion (A)	Tex-410-A		One, each source	Verify the value of the source, as listed on the current CRSQC, meets the project specifications. If not, sample and submit to MTD for testing before use in accordance with Tex-499-A. Sample in accordance with Tex-400-A. (C)
		Magnesium Soundness (A)	Tex-411-A			
	FINE AGGREGATE	Sand Equivalent	Tex-203-F	From stockpile at concrete plant	Each 3,000 CY of concrete (Each source or combination of sources)	Sample in accordance with Tex-400-A. Test combined aggregate when used. At least one per week's production.
		Organic Impurities	Tex-408-A		1 per project, per source	Sample in accordance with Tex-400-A.
		Sieve Analysis (A)	Tex-401-A		As necessary for control	Sample in accordance with Tex-400-A. Test combined aggregate when used.
		Fineness Modulus (B)	Tex-402-A			
		Deleterious Material (B)	Tex-413-A		Each 20,000 CY of concrete (each source)	Sample in accordance with Tex-400-A.
		Acid Insoluble (A)	Tex-612-J		1 per project, per source	Verify the value of the source, as listed on the current CRSQC, meets the project specifications. If not, sample and submit to MTD for testing before use in accordance with Tex-499-A. Sample in accordance with Tex-400-A. (C)
MIX DESIGN	Compliance with the Standard Specifications Item 421.4.A		At source, if not approved	Min. 1 design, per class, per source	Verify if cement, fly ash, ground granulated blast furnace slag, and admixture sources are listed on the Material Producer List. If not, sample and submit to MTD for testing. Sample in accordance with Tex-300-D for cement and in accordance with Tex-733-I for fly ash. Water testing is contracted by the concrete supplier (commercial lab report to be reviewed by TxDOT).	
SILICA FUME	Compliance with DMS-4630		Railroad car, truck, bags, or silos	1 per project, per class of concrete (For each type and brand)	Sample in accordance with Tex-300-D. Provide MTD with one 4 x 8 concrete sample for silica fume dispersion verification. Verify the source is listed on the Material Producer List for Silica Fume.	

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE V – HYDRAULIC CEMENT CONCRETE PAVEMENT (Classes: P or HES)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING	FREQUENCY OF SAMPLING (D)	REMARKS
METAKAOLIN	Compliance with DMS-4635		Railroad car, truck, or silos	1 per project, per class of concrete (For each type and brand)	Sample in accordance with Tex-300-D.
JOINT MATERIAL	Compliance with DMS-6310		Sampled at jobsite if not sampled at source by <b>MTD</b> ; tested by <b>MTD</b> . See remarks.	1 per batch or shipment	Sample in accordance with Tex-500-C. Sampling may be waived when the source is listed on the Material Producer List for <b>Joint Sealers</b> . (C)
CURING COMPOUND	Compliance with DMS-4650		Sampled at jobsite; tested by <b>MTD</b> . See remarks.	When requested by <b>MTD</b>	Only products listed on the Material Producer List for <b>Concrete Curing Compounds</b> will be allowed. When sample is requested by <b>MTD</b> , sample in accordance with Tex-718-I. Ensure container has been agitated and mixed <b>before</b> sampling. (C)
EVAPORATION RETARDANTS	Compliance with DMS-4650				Only products listed on the Material Producer List for <b>Evaporation Retardants</b> will be allowed. (C)
REINFORCING STEEL	Compliance with the Std. Specifications & Spec. Provisions	As Specified			Only materials from <b>MTD</b> approved sources listed on the Material Producer List for <b>Reinforcing Steel Mills</b> and <b>Seven Wire Steel Strand</b> will be accepted. (C)
MULTIPLE PIECE TIE BARS	Compliance with DMS-4515	Tex-712-I	Sampled at jobsite if not sampled at source by <b>MTD</b> ; tested by <b>MTD</b> . See remarks.	Refer to Tex-711-I for sampling rates	Only materials from <b>MTD</b> approved sources listed on the Material Producer List for <b>Multiple Piece Tie-bars for Concrete Pavements</b> will be allowed. Sample in accordance with Tex-711-I.
EPOXY	Compliance with DMS-6100		Sampled at jobsite if not pre-approved by <b>MTD</b> . See remarks.	1 batch per shipment	Verify the source is listed on the Material Producer List for <b>Epoxyes and Adhesives</b> . If not, sample and test <b>before</b> use in accordance with DMS-6100. Sample in accordance with Tex-734-I. (C)
CONCRETE	Strength (A) (B)	Tex-448-A or Tex-418-A	At point of concrete placement	2 cylinders for every 10 contractor job control tests	Sample in accordance with Tex-407-A. When the contract requires the project testing to be by the Engineer, the frequency and job control testing will be in accordance with the item of work. Split sample verification testing used when contractor performs job control testing. When job control testing by the contractor is waived by the plans, the frequency of sampling will be one test (2 specimens) for each 3,000 SY of concrete or fraction thereof or per day and split sample verification testing will be waived. Contractor's required testing will be in accordance with specification requirements for the appropriate specification Item #.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE V – HYDRAULIC CEMENT CONCRETE PAVEMENT (Classes: P or HES)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OR TIME OF SAMPLING	FREQUENCY OF SAMPLING (D)	REMARKS
CONCRETE (Continued)	Slump	Tex-415-A	At time and location strength specimens are made	1 test for every 10 contractor job control tests.	Sample in accordance with Tex-407-A. Slump is not required for slip-formed pavement. Perform slump and temperature tests on the same load from which the strength specimens are made. Perform entrained air test only when entrained air concrete is specified on the plans. Contractor's required testing will be in accordance with specification requirements for the appropriate specification Item #.
	Entrained Air (A)	Tex-416-A or Tex-414-A			
	Temperature	Tex-422-A			
	Pavement Texture	Tex-436-A	Final Riding Surface of travel lanes	1 per day, per driving lane	Perform when carpet drag is the only surface texture required on the plans.
	Thickness	Tex-423-A, Part I	Center of paving machine	Every 500 feet	Methods other than Tex-423-A may be shown on the plans.
	Ride Quality (A)	Tex-1001-S Surface Test, Type B	Final riding surface of travel lanes		Engineer may verify contractor's results for surface test Type B. For traditional design-bid-build TxDOT projects, MTD has contracted with TTI to perform random ride verification at 10% frequency. Results from surface test Type A are not required to be reported.

**TABLE V – FOOTNOTES**

<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	When a project test does not meet the specified strength requirements and a reduced pay factor is assigned, document the analysis on the Letter of Certification of Materials Used.
<b>C</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>D</b>	Each test performed, that is based on a quantity of material, is considered "or fraction thereof" for calculating number of tests.

This is a guide for minimum sampling and testing.  
 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VI – HOT-MIX ASPHALT PAVEMENT (Items 341, 342, 344, 346, 347 and 348)**  
 (All testing as noted in Table VI may be waived for exempt production as defined by specification.)

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION (Per Design)	FREQUENCY OF SAMPLING (E)	REMARKS
COARSE AGGREGATE	L. A. Abrasion (A)	Tex-410-A	Stockpile (B)	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer list for <b>BRSQC</b> , meets the project specifications. If not, sample in accordance with Tex-221-F and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex-499-A. (C)
	Magnesium Soundness (A)	Tex-411-A			
	Surface Aggregate Classification (A)	Tex-499-A		1 per project, per source	
	Micro Deval	Tex-461-A		1 per project, per aggregate source	
COMBINED AGGREGATE	Sand Equivalent	Tex-203-F	Stockpiles, hot bins, or feeder belts	1 per project, per source, per design	Does not apply to Item 342. Sample in accordance with Tex-221-F. The timing of when the test is performed is at the discretion of the Engineer.
ASPHALT BINDER	Compliance with Item 300 (A)		Sampling port nearest the storage tank	1 per project, per grade, per source	Test a minimum of one sample taken from the project. Sample binder at hot- mix plant in accordance with Tex-500-C, Part II.  Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.  The Engineer must associate one QM sample, per project in SM.
TACK COAT	Compliance with Item 300 (A)		Distributor	1 per project, per grade, per source	Test a minimum of one sample taken from the project. Sample tack coat in accordance with Tex-500-C, Part III.  Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.  The Engineer must associate one QM sample, per project in SM.

This is a guide for **minimum sampling and testing**.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VI – HOT-MIX ASPHALT PAVEMENT (Items 341, 342, 344, 346, 347 and 348)**  
(All testing as noted in Table VI may be waived for exempt production as defined by specification.)

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION (Per Design)	FREQUENCY OF SAMPLING (E)	REMARKS
MIX DESIGN	Compliance with applicable specification	Tex-204-F	At source (if not approved)	Min 1 design, per Mix Type and Asphalt Grade	Verify that aggregates, recycled asphalt pavement, recycled asphalt shingles, mineral filler, asphalt binder, anti-stripping additives, and warm mix systems are on the Material Producer List where applicable and that they meet project specification requirements. Project sampling and testing may be conducted on individual materials, as necessary, for control.
COMPLETE MIXTURE	Asphalt Content (A)	Tex-236-F	Engineer Truck Sample (D)	Minimum 1 per Lot	Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven using Tex-236-F at a minimum of one per project. When Tex-236-F does not yield reliable results, use alternative methods for determining asphalt content, such as, Tex-210-F (ASTM D2172/AASHTO T164) and Tex-228-F (ASTM D4125/AASHTO T287).
	Voids in Mineral Aggregates (VMA)	Tex-204-F	Truck Sample Plant Produced (D)	1 per Sublot	Sample in accordance with Tex-222-F. Contractor's required testing will be in accordance with specification requirements for the appropriate specification Item #. Does not apply to Items 342 and 348.
	Gradation (A)	Tex-200-F	Engineer Truck Sample (D)	Minimum 1, per 12 Sublots (E)	Sample in accordance with Tex-222-F. Determine correction factors for ignition oven using Tex-236-F at a minimum of one per project.
	Moisture Susceptibility	Tex-530-C	Truck Sample	1 per project	Sample in accordance with Tex-222-F, unless waived by the Engineer.
	Indirect Tensile Strength – Dry	Tex-226-F			Sample in accordance with Tex-222-F, unless waived by the Engineer. Does not apply to Items 342, 346, 347, and 348.
	Moisture Content	Tex-212-F, Part II	Engineer Truck Sample		Sample in accordance with Tex-222-F.
	Lab Molded Density (A)	Tex-207-F, Part I, VI, VIII	Truck Sample (D)	1 per Sublot 1 per Lot for Item 347	Sample in accordance with Tex-222-F. Contractor's required testing will be in accordance with specification requirements for the appropriate specification Item #.
	Drain Down Test (A)	Tex-235-F	Engineer Truck Sample	1 per 12 Sublots	Sample in accordance with Tex-222-F. Not required for Items 341, 344, and 347.
	Hamburg Wheel Test (A)	Tex-242-F	Engineer Truck Sample	1 per project	Sample in accordance with Tex-222-F. Sample during production. Does not apply to Item 348 PFC-C, PFCR-C, and Thin Bonded Wearing Course –All Types.

This is a guide for minimum sampling and testing.  
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**TABLE VI – HOT-MIX ASPHALT PAVEMENT (Items 341, 342, 344, 346, 347 and 348)**  
(All testing as noted in Table VI may be waived for exempt production as defined by specification.)

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION (Per Design)	FREQUENCY OF SAMPLING (E)	REMARKS
COMPLETE MIXTURE (Continued)	Cantabro Loss (A)	Tex-245-F	Engineer Truck Sample	1 per project	Sample in accordance with Tex-222-F. Sample during production. Does not apply to items 341, 344, 346, and 347.
	Overlay Test (A)	Tex-248-F	Engineer Truck Sample	1 per project	Sample in accordance with Tex-222-F. Does not apply to Items 341, 344, and 348 PFC-C, PFCR-C, and Thin Bonded Wearing Course –All Types.
ROADWAY	In-Place Air Voids (A)	Tex-207-F, Part I, VI, VIII	Roadway (D)	2 cores per Sublot	Two cores taken per Sublot and averaged. Sample in accordance with Tex-222-F. Does not apply to Items 342, 347, and 348.
	Segregation Profile (A)	Tex-207-F, Part V	Roadway	1 per project	Not required when Contractor uses thermal imaging system. Does not apply to Items 342, 347, and 348.
	Joint Density (A)	Tex-207-F, Part VII	Roadway	1 per project	
	Thermal Profile	Tex-244-F	Immediately behind paver	1 per project	Not required when Contractor uses thermal imaging system.
	Ride Quality Test Type B (A)	Tex-1001-S	Final riding surface of travel lanes	1 per project	Engineer may verify Contractor's results for surface test Type B. For traditional design-bid-build TxDOT projects, MTD has contracted with TTI to perform random ride verification at 10% frequency. Results for surface test Type A are not required to be reported.
	Permeability	Tex-246-F	Roadway	1 per project	Permeability is encouraged to use with items 342 and 348. Only applies to Item 347.
FABRIC UNDERSEAL	Compliance with DMS-6220		Sampled, tested, and approved by MTD		Sampling must be in accordance with Tex-735-l. Verify the source is listed on the current Material Producer List for Silt Fence, Filter Fabric, and Fabric Underseals. If not, sample and test before use in accordance with DMS-6220.

**TABLE VI – FOOTNOTES**

<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	Sampling may be performed at the plant, quarry, or both. Aggregate properties may be re-tested at any time during the project. These project tests may be used for one or more projects furnishing hot mix with the same aggregate source.
<b>C</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>D</b>	Perform random sampling as specified in Tex-225-F, "Random Selection of Bituminous Mixture Samples."
<b>E</b>	Each test performed, that is based on a quantity of material, is considered "or fraction thereof" for calculating number of tests.

This is a guide for minimum sampling and testing.  
 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

<b>TABLE VII – HOT-MIX ASPHALT PAVEMENT (Items 334)</b> (Refer to DMS-9210, “Limestone Rock Asphalt (LRA),” for testing requirements for Item 330.)					
			<b>PROJECT TESTS</b>		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION	FREQUENCY (Per Design) (F)	REMARKS
COARSE AGGREGATE	L. A. Abrasion (A)	Tex-410-A	Stockpile (B)	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer List for <b>BRSQC</b> , meets the project specifications. If not, sample in accordance with Tex-221-F and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex-499-A. (D)  Sample in accordance with Tex-221-F. Testing frequency may be reduced or eliminated based on a satisfactory test history.
	Magnesium Soundness (A)	Tex-411-A			
	Micro Deval	Tex-461-A			
	Surface Aggregate Classification (A)	Tex-499-A	Stockpile (B)	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer List for <b>BRSQC</b> , meets the project specifications. If not, sample in accordance with Tex-221-F and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex-499-A. SiteManager Quality Monitoring test documentation is accomplished by attaching an approved mix design.
COMBINED AGGREGATE	Sand Equivalent	Tex-203-F	Stockpiles, hot bins, or feeder belts	1 per project, per source	Sample in accordance with Tex-221-F. The timing of when the test is performed is at the discretion of the Engineer.
<b>ASPHALT BINDER</b>	<b>Compliance with Item 300 (A)</b>		<b>Sampling port nearest the storage tank</b>	<b>1 per project, per grade, per source</b>	<b>Test a minimum of one sample taken from the project. Sample binder in accordance with Tex-500-C, Part II.</b>  <b>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</b>  <b>The Engineer must associate one QM sample, per project in SM.</b>
<b>TACK COAT</b>	<b>Compliance with Item 300 (A) (C)</b>		<b>Distributor</b>	<b>1 per project, per grade, per source</b>	<b>Test a minimum of one sample taken from the project. Sample tack coat in accordance with Tex-500-C, Part III.</b>  <b>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</b>  <b>The Engineer must associate one QM sample, per project in SM.</b>

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VII – HOT-MIX ASPHALT PAVEMENT (Items 334)**

(Refer to DMS-9210, “Limestone Rock Asphalt (LRA),” for testing requirements for Item 330.)

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION	FREQUENCY (Per Design) (F)	REMARKS
MIX DESIGN	Compliance with applicable specification	Tex-204-F	At source (if not approved)	Min 1 design per Mix Type and Asphalt Grade	Verify that aggregates, recycled asphalt pavement, recycled asphalt shingles, mineral filler, asphalt binder, anti-stripping additives, and warm mix systems are on the Material Producer List where applicable and that they meet project specification requirements. Project sampling and testing may be conducted in individual materials as necessary for control.
COMPLETE MIXTURE	Asphalt Content (A)	Tex-236-F	Engineer Truck Sample (E)	Minimum of 1 per 5,000 tons	Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven using Tex-236-F at a minimum of one per project.
	Voids in Mineral Aggregates (VMA)	Tex-204-F	Truck Sample Plant Produced (E)	1 per 5,000 tons	Sample in accordance with Tex-222-F.
	Gradation (A)	Tex-236-F	Truck Sample	Minimum 1 per 5,000 tons	Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven using Tex-236-F at a minimum of one per project.
	Boil Test	Tex-530-C		1 per project	Sample in accordance with Tex-222-F. The timing of when the test is performed is at the discretion of the Engineer.
	Moisture Content	Tex-212-F, Part II	Truck Sample	1 per 5,000 tons	Sample in accordance with Tex-222-F. Performed by MTD at the point of production for payment calculations.
	Hydrocarbon- Volatile Content	Tex-213-F		1 per 5,000 tons	Sample in accordance with Tex-222-F. The timing of when the test is performed is at the discretion of the Engineer.
	Lab Molded Density (A)	Tex-207-F		1 per 5,000 tons	Sample in accordance with Tex-222-F.
	Hveem Stability (A)	Tex-208-F		1 per 5,000 tons	Sample in accordance with Tex-222-F. The timing of when the test is performed is at the discretion of the Engineer.
ROADWAY	Ride Quality Test Type B (A)	Tex-1001-S	Final riding surface of travel lanes		Engineer may verify Contractor’s results for surface test Type B. For traditional design-bid-build TxDOT projects, MTD has contracted with TTI to perform random ride verification at 10% frequency. Results from surface test Type A are not required to be reported.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VII – FOOTNOTES**

<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	Sampling may be performed at the plant, quarry, or both. Aggregate properties may be re-tested at any time during the project.
<b>C</b>	Or as called for in the Specifications.
<b>D</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>E</b>	Perform random sampling as specified in Tex-225-F, “Random Selection of Bituminous Mixture Samples.”
<b>F</b>	Each test performed, that is based on a quantity of material, is considered “or fraction thereof” for calculating number of tests.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VIII – HOT-MIX ASPHALT PAVEMENT (Item 340)**

			PROJECT TESTS			
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION	FREQUENCY	REMARKS	
COARSE AGGREGATE	L. A. Abrasion (A)	Tex-410-A	Stockpile (B)	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer List for <b>BRSQC</b> , meets the project specifications. If not, sample in accordance with Tex-221-F and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex-499-A. (C)	
	Magnesium Soundness (A)	Tex-411-A				
	Micro Deval	Tex-461-A	Stockpile (B)	1 per project, per source		Sample in accordance with Tex-221-F. Testing frequency may be reduced or eliminated based on a satisfactory test history.
	Surface Aggregate Classification (A)	Tex-499-A	Stockpile (B)	1 per project, per source		Verify the published value of the source, as listed on the current Material Producer list for <b>BRSQC</b> , meets the project specifications. If not, sample in accordance with Tex-221-F and submit to <b>MTD</b> for testing <b>before</b> use in accordance with Tex-499-A. (C)
COMBINED AGGREGATE	Sand Equivalent	Tex-203-F	Stockpiles, hot bins, or feeder belts	1 per project, per design	Sample in accordance with Tex-221-F.	
ASPHALT BINDER	Compliance with Item 300 (A)		Sampling port nearest the storage tank	1 per project, per grade, per source	<p>Test a minimum of one sample taken from the project. Sample binder in accordance with Tex-500-C, Part II.</p> <p>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</p> <p>The Engineer must associate one QM sample, per project in SM.</p>	
TACK COAT	Compliance with Item 300 (A)		Distributor	1 per project, per grade, per source	<p>Test a minimum of one sample taken from the project. Sample tack coat in accordance with Tex-500-C, Part III.</p> <p>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</p> <p>The Engineer must associate one QM sample, per project in SM.</p>	
MIX DESIGN	Compliance with applicable specification	Tex-204-F	At source (if not approved)	Min. 1 design per Mix Type and Asphalt Grade	Verify that aggregates, recycled asphalt pavement, recycled asphalt shingles, mineral filler, asphalt binder, anti-stripping additives, and warm mix systems are on the Material Producer List where applicable and that they meet project specification requirements. Project sampling and testing may be conducted in individual materials as necessary for control.	

This is a guide for minimum sampling and testing.  
 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VIII – HOT-MIX ASPHALT PAVEMENT (Item 340)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION	FREQUENCY	REMARKS
COMPLETE MIXTURE	Asphalt Content	Tex-236-F	Truck Sample (D)	Minimum of 1 per day	Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven using Tex-236-F at a minimum of one per project.
	Voids in Mineral Aggregates (VMA)	Tex-204-F	Truck Sample Plant Produced (D)	1 per day	Sample in accordance with Tex-222-F.
	Gradation (A)	Tex-236-F	Truck Sample	Minimum 1 per day	Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven using Tex-236-F at a minimum of one per project.
	Boil Test	Tex-530-C		1 per project	Sample in accordance with Tex-222-F, unless waived by the Engineer.
	Indirect Tensile Strength – Dry	Tex-226-F		1 per project, per design	Sample in accordance with Tex-222-F, unless waived by the Engineer.
	Lab Molded Density (A)	Tex-207-F	Truck Sample	1 per day	Sample in accordance with Tex-222-F.
	Hamburg Wheel Tracker (A)	Tex-242-F		1 per project	Sample in accordance with Tex-222-F. Sample during production.
ROADWAY	Air Voids (A)	Tex-207-F	Selected by the Engineer (D)	1 per day (2 Cores)	Sample in accordance with Tex-222-F.
	Ride Quality Test Type B (A)	Tex-1001-S	Final riding surface of travel lanes		Engineer may verify Contractor's results for surface test Type B. For traditional design-bid-build TxDOT projects, MTD has contracted with TTI to perform random ride verification at 10% frequency. Results from surface test Type A are not required to be reported.
FABRIC UNDERSEAL	Compliance with DMS-6220		Sampled, tested, and approved by MTD		Sample in accordance with Tex-735-I. Verify the source is listed on the current Material Producer List for Silt Fence, Filter Fabric, and Fabric Underseals. If not, sample and submit to MTD for testing before use in accordance with DMS-6220.

This is a guide for minimum sampling and testing.  
Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE VIII – FOOTNOTES**

<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	Sampling may be performed at the plant, quarry, or both. Aggregate properties may be re-tested at any time during the project. These project tests may be used for one or more projects furnishing hot mix with the same aggregate source.
<b>C</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>D</b>	Perform random sampling as specified in Tex-225-F, “Random Selection of Bituminous Mixture Samples.”

This is a guide for minimum sampling and testing.  
 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE IX – MICROSURFACING (Item 350)**

			PROJECT TESTS		
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OF SAMPLING	FREQUENCY (Per Design)	REMARKS
AGGREGATE	Magnesium Soundness (A)	Tex-411-A	Stockpile (B)	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer list for BRSQC meets the project specifications. If not, sample in accordance with Tex-221-F and submit to MTD for testing at 1 per project, per source. (C)
	Gradation	Tex-200-F, Part II		1 per project, per source	Sample in accordance with Tex-221-F.
	Crushed Face Count	Tex-460-A		1 per project, per source	Sample in accordance with Tex-221-F.
	Acid Insoluble (A)	Tex-612-J		1 per project, per source	Verify the value of the source, as listed on the current BRSQC, meets the project specifications. If not, sample and submit to MTD for testing before use in accordance with Tex-499-A. Sample in accordance with Tex-221-F. (C)
	Surface Aggregate Classification	Tex-499-A	Stockpile, or BRSQC (B)	1 per project, per source	Verify the published value of the source, as listed on the current Material Producer list for BRSQC meets the project specifications. If not, sample in accordance with Tex-221-F and submit to MTD for testing at 1 per project, per source. (C)
COMBINED BLEND	Sand Equivalent	Tex-203-F	Stockpile (B)	1 per project, per source	Sample in accordance with Tex-221-F.
ASPHALT BINDER	Compliance with Item 300 (A)		Sampling port nearest the storage tank	1 per project, per grade, per source	<p>Test a minimum of one sample taken from the project. Sample binder in accordance with Tex-500-C, Part II.</p> <p>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</p> <p>The Engineer must associate one QM sample, per project in SM.</p>
TACK COAT	Compliance with Item 300 (A)		Distributor	1 per project, per grade, per source	<p>Test a minimum of one sample taken from the project. Sample tack coat in accordance with Tex-500-C, Part III.</p> <p>Verify that the binder is from a preapproved source when it arrives on the project, and that the lab number on the shipping ticket is within the valid dates shown on the MTD QM test report or in the SM Assistant.</p> <p>The Engineer must associate one QM sample, per project in SM.</p>

This is a guide for minimum sampling and testing.  
 Testing frequency may need to be increased for high material variability or when test results approach specification limits.

**TABLE IX – MICROSURFACING (Item 350)**

PROJECT TESTS					
MATERIAL OR PRODUCT	TEST FOR	TEST NUMBER	LOCATION OF SAMPLING	FREQUENCY (Per Design)	REMARKS
MIX DESIGN	Compliance with applicable specification	Tex-204-F	At source (if not approved)	Min. 1 design per project	Submit to <b>MTD</b> for approval.
CEMENT	Compliance with DMS-4600				Verify the source is listed on the current Material Producer List for <b>Cement</b> . If not, sample and submit to <b>MTD</b> for testing <b>before</b> use in accordance with DMS-4600.
COMPLETE MIX	Asphalt Content	Tex-236-F	During production	1 per day	Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven using Tex-236-F at a minimum of one per project.
	Gradation	Tex-200-F, Part II Tex-236-F			Sample in accordance with Tex-222-F. Determine correlation factors for ignition oven use at a minimum of one per project.

**TABLE IX – FOOTNOTES**

<b>A</b>	When this project acceptance test fails, but the product is accepted, document the reasons for acceptance in SiteManager, in the remarks field, and on the end of the Project Materials Certification Letter.
<b>B</b>	Sampling may be performed at the plant, quarry, or both. Aggregate properties may be re-tested at any time during the project. These project tests may be used for one or more projects furnishing hot mix with the same aggregate source.
<b>C</b>	Attach the corresponding QM test report for SiteManager projects to satisfy project sampling and testing requirements.
<b>D</b>	Each test performed, that is based on a quantity of material, is considered “or fraction thereof” for calculating number of tests.

**PART C**

**GEO TECHNICAL REPORT OF EXISTING CONDITIONS**

# Geotechnical Engineering Report

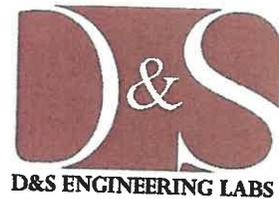
## ECR 120 (West)

Midland, Texas

November 20, 2019



November 20, 2019



Jason Kelliher, P.E.  
Discipline Lead  
Dunaway Associates  
4000 N. Big Spring, Suite 101  
Midland, Texas 79705

**GEOTECHNICAL INVESTIGATION  
D&S ENGINEERING #G19-2108-10  
MIDLAND COUNTY ROADWAY IMPROVEMENTS  
ECR 120 (WEST)  
MIDLAND, TEXAS**

Mr. Kelliher,

As requested, D&S Engineering Labs, LLC (D&S) has completed the subsurface exploration and professional geotechnical engineering services for the referenced project. This investigation was conducted in accordance with Proposal No GP19-2108-10 dated August 4, 2019. Authorization to proceed was received on September 30, 2019.

We appreciate the opportunity to provide professional geotechnical engineering services to you. We are available to discuss any questions which may arise regarding this report. Please do not hesitate to call when we can provide any additional services.

Sincerely,

D&S Engineering Labs, LLC

A blue ink signature of Ibrahim A. Baayeh, P.E.

Ibrahim A. Baayeh, P.E.  
Geotechnical Engineer



Michael T. Taylor, P.E.  
Senior Geotechnical Engineer

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**APPENDIX A – BORING LOGS AND SUPPORTING DATA****APPENDIX B – GENERAL DESCRIPTION OF PROCEDURES**

**GEOTECHNICAL INVESTIGATION  
MIDLAND COUNTY ROADWAY IMPROVEMENTS  
ECR 120 (WEST)  
MIDLAND, TEXAS**

**1.0 PROJECT DESCRIPTION**

This report presents the results of the geotechnical investigation for planned pavement improvements along ECR 120 in Midland, Texas. The improvements will begin at State Highway 349 and will extend east approximately 4 miles (21,000 feet) to FM 1213. The existing road consists of an asphalt paved surface and is about 25 feet in width. We expect that new pavement grades will be within 12 inches of existing grades. Photographs of the recent site condition are presented below.



**2.0 PURPOSE AND SCOPE**

The purpose of this investigation was to:

- Identify the subsurface stratigraphy and groundwater conditions present at the site.
- Evaluate the physical and engineering properties of the subsurface soil strata for use in the geotechnical analyses.
- Provide geotechnical recommendations for use in design of the proposed pavement improvements.

The scope of this investigation included:

- Drilling and sampling a total of twenty-two (22) borings along the alignments of ECR 120, at about 1,000-foot intervals.
- Obtaining samples of the underlying base materials and subgrade soils to depths of about 4.5 to 10 feet below existing grades.

- Laboratory testing of selected soil samples obtained during the field investigation.
- Preparation of a Geotechnical Report that includes:
  - Evaluation of existing aggregate base materials.
  - Recommendations for the design of pavements.
  - Recommendations for earthwork and subgrade modifications.

### **3.0 FIELD AND LABORATORY INVESTIGATION**

#### **3.1 General**

Pavement cores were obtained at each boring utilizing portable electric coring equipment. Below the pavements, the borings were advanced using truck-mounted drilling equipment outfitted with solid continuous flight augers.

Soils were sampled in general accordance with the Standard Penetration Test (ASTM D1586). During this test, disturbed samples of subsurface material is recovered using a nominal 2-inch O.D. split-barrel sampler. The sampler is driven into the soil strata with an automatic hammer utilizing the energy equivalent of a 140-pound hammer falling freely from a height of 30 inches and striking an anvil located at the top of the drill string. The number of blows required to advance the sampler in three consecutive 6-inch increments is recorded, and the number of blows required for the final 12 inches is noted as the "N"-value. The test is terminated at the first occurrence of either of the following: 1) when the sampler has advanced a total of 18 inches; 2) When the sampler has advanced less than one complete 6-inch increment after 50 blows of the hammer; 3) when the total number of blows reaches 100; or 4) if there is no advancement of the sampler in any 10-blow interval.

All samples obtained were extruded in the field, placed in plastic bags to minimize changes in the natural moisture condition, labeled to indicate the appropriate boring number and depth, then placed in protective, cardboard boxes for transportation to the laboratory. The approximate locations of borings advanced at the site are shown on the boring location map included in Appendix A. The specific depths, thicknesses, and descriptions of the strata encountered are presented on the individual Boring Log illustrations, which are also provided in Appendix A. Strata boundaries shown on the boring logs are approximate.

#### **3.2 Laboratory Testing**

Laboratory tests were performed to identify the relevant engineering characteristics of the subsurface materials encountered and to provide data for developing engineering design parameters. The subsurface materials recovered during the field exploration were initially logged by the drill crew and were later described by a Staff Engineer in the laboratory. These descriptions were later refined by a Geotechnical



amounts of clays, silts and gravels are present within the sand strata. The caliche sand soils extend to the maximum depths explored of about 4.5 to 10 feet.

Subsurface conditions at each boring location are described in detail on the individual boring log illustrations presented in Appendix A.

#### **4.2 Groundwater**

Groundwater seepage was not observed during drilling or upon completion of drilling within the borings performed at the site. Although not encountered, groundwater levels may be anticipated to fluctuate with seasonal and annual variations in rainfall and may also change as a result of local development.

### **5.0 ENGINEERING ANALYSIS**

#### **5.1 Existing Flexible Base Assessment**

Wetball mill tests in general accordance with TxDOT TEX-116-E were not performed due to insufficient amounts of the base material samples.

Considering the developed data and only if the roadway grades will be raised sufficiently to accommodate the required pavement section, we believe that the base materials present can serve as suitable contributory material for the new reconstructed roadway if the existing asphalt roadway surface is milled into the base materials and then treated with cement to form a stable platform that contributes to the structural capacity of the roadway and onto which the remainder of the roadway section can be constructed.

If grading constraints preclude the use of the existing roadway materials, the existing asphalt and base materials should be removed and replaced with appropriate materials as noted below to support the anticipated traffic loads.

### **6.0 PAVEMENT RECOMMENDATIONS**

#### **6.1 General**

The pavement design recommendations provided here are derived from the subgrade information obtained during our geotechnical investigation, our experience with similar projects in this area, and from the guidelines and recommendations of the American Concrete Pavement Association (ACPA). WinPAS 12 software based on AASHTO 1993 from ACPA were used to develop the alternative suitable pavement sections, HMA.

The pavement section recommendations provided herein are based on the assumptions outlined. Should actual requirements or projections deviate from those assumptions, a re-analysis may be necessary. Increased intensity and frequency of

traffic loading will require more stringent design parameters than those provided herein. Prevailing local codes or ordinances may also be more stringent and should take precedence over the recommendations contained herein. It is the responsibility of the Civil Engineer of Record and/or other design professionals who are responsible for pavement design to seal the final pavement design plans and associated specifications for this project.

Proper drainage should be provided both during and after construction. Emphasis should be given to areas where the pavement is placed directly adjacent to intersecting roadways and drives. Pavements should include a regular maintenance schedule to identify and seal cracks that may develop in the pavement surface to prevent water passing through the asphalt to the base or subgrade materials.

## **6.2 Behavior of Soils beneath Pavement**

Near-surface soils at this site are considered to have a low potential for volume change with changes in soil moisture content. However, increased moisture content can result in reduced soil stiffness. The moisture content can be “stabilized” to some degree in these soils by covering them with an impermeable surface, such as pavement. However, if moisture is introduced as a result of surface water percolation through pavement joints and cracks or poor drainage, the soil strength can reduce, causing distress to pavements as traffic passes over.

The edges of pavement are particularly prone to moisture variations, and so these areas therefore often experience the most distress. When cracks appear on the surface of the pavement, these openings can allow moisture to enter the pavement subgrade, which can lead to further weakening of the pavement section as well as accelerated failure of the pavement surface.

In order to minimize the potential impacts of moisture-induced weakened soil on paved areas and to improve the long-term performance of the pavement, we have the following recommendations:

- Provide a crowned pavement, which provides maximum drainage away from the roadway, with a minimum slope of five percent within the first 5 feet. Drainage ditches should be of sufficient size and capacity to prevent water from ponding at the edges of the road.
- Subgrade treatments intended to increase the subgrade stability should extend to at least 18-inches beyond the back of curbs or edges of pavements.

## **6.3 Pavement Subgrade Preparation Recommendations**

The anticipated subgrade soils in the proposed paving areas will consist of clayey sand, silty clayey sand and silty sand. These soils can become weak with appreciable increases in moisture content. A commonly used method to improve the strength

properties of the subgrade soils, provide a working platform, and provide a uniform subgrade is to treat them with cement. Cement treatment is often used in conjunction with compacted aggregate base when appreciable or heavy traffic loading is anticipated, and/or to reduce the asphalt thickness.

The following recommendations discuss subgrade preparation and two subgrade preparation alternatives if the existing roadway and base materials will not be reclaimed and utilized in-place.

### **6.3.1 Soil Preparation**

- Strip the sites of all asphalt and base under the planned paved areas.
- Cut as needed to required pavements subgrade elevation to accommodate the new roadway section.
- After stripping and performing any necessary cuts, the exposed subgrade should be proof rolled. Proof rolling should consist of rolling the entire pavement subgrade with a heavily-loaded, tandem-axle dump truck or fully loaded water truck weighing at least 25 tons or other approved equipment capable of applying similar loading conditions. Any soft, wet or weak soils that are observed to rut more than about 1/2-inch or pump excessively (exhibiting “waving” action) during proof rolling should be removed and replaced with well-compacted, on-site clayey material as outlined below. The proof rolling operation should be performed under the observation of a qualified geotechnical engineer.
- After proof rolling, scarify, rework, and recompact the exposed stripped subgrade to a minimum compacted depth of 6 inches. The scarified and reworked soils should be compacted to at least 95 percent of the maximum dry density, as determined by ASTM D698 (standard Proctor), and placed at a moisture content that is within two percentage points of the optimum moisture content, as determined by the same test ( $\pm 2\%$ ). In areas that require fill, the fill should be placed in maximum 6 inch compacted lifts, compacted to at least 95 percent of the maximum dry density, as determined by ASTM D698 (standard Proctor), and placed at a moisture content within two percentage points of the optimum moisture content, as determined by the same test ( $\pm 2\%$ ). Fill materials may be derived from on-site, or may be imported as long as the materials are essentially free of organic materials and particles in excess of 4 inches their maximum direction. Imported fill materials should have no less than 35 percent material passing a No. 200 mesh sieve and a Plasticity Index of no more than 30.

- Water should not be allowed to pond on the prepared surface once the subgrade soil has been brought to required grade. To that end, the subgrade surface should be shaped in a way that will allow water to shed to one or both edges of the prepared subgrade.
- Field density and moisture content testing should be performed at the rate of one test per lift per 300 linear feet of roadway.
- Surface grading adjacent to the edges of pavements should be sloped away from the edges to the maximum degree possible. Where minimum recommended slopes of adjacent surface grades cannot be achieved, the edges of the pavement section should be thickened a minimum of 2-feet wide along each edge.

### 6.3.2 Cement Treatment Recommendations

Once the subgrade is brought to required subgrade elevation, cement treatment may begin to achieve a treated compacted depth of 6-inches. We have the following recommendations for subgrade cement treatment:

- Cement treated subgrade should be prepared in accordance with TxDOT Item 275 to the elevations shown on the plans using an estimated three (3) percent cement by dry weight measure of the subgrade soil. The actual percentage to be used should be determined once the subgrade is at rough grade elevation. The amount of cement used should be the minimum amount required to achieve a 7-day cured unconfined compressive strength of 100 pounds per square inch.
- Cement should be applied such that mixing operations for a given area can be completed during the same working day.
- The cement may be placed dry or by the slurry method (meaning that the cement should be mixed with water in trucks or in tanks and applied as a thin slurry).
- After mixing, the soil-cement mixture should be tested for sufficient pulverization and mixing in accordance with TxDOT Item 275. The mixed material should meet the following requirements when tested dry by laboratory sieves:
  - Minimum passing 1 $\frac{3}{4}$ " sieve: 100%
  - Minimum passing  $\frac{3}{4}$ " sieve: 85%
  - Minimum passing No. 4 sieve: 60%
- After sufficient re-mixing, the soil/cement mixture (or milled asphalt and base, if reclaiming those materials) should be compacted to a minimum

of 95% of Standard Proctor (ASTM D698) and to a moisture content that is at or above the optimum moisture, as determined by that same test. Compaction should be completed within 2 hours after the application of water to the mixture of soil and cement.

- Cure for at least 3 days by “sprinkling” as described in TxDOT Item 204.
- To reduce the potential for subgrade soil moisture changes at the edges of pavements, the cement stabilized subgrade should extend a minimum of 18-inches past the back of the roadway curbs or edges of pavements.
- In order to reduce the potential for reflective cracking up through the pavement, particularly with asphalt pavement, the cement treated subgrade should be rolled with a vibratory roller 1 to 2 days after final compaction to create a network of hairline cracks (microcracking). Cure for at least 2 days by “sprinkling” as described in TxDOT Item 204 after completion of microcracking.
- Field density and moisture content testing should be performed at the rate of one test per lift per 100 linear feet of roadway. These tests are necessary to determine if the recommended moisture and compaction requirements have been attained.

### **6.3.3 Aggregate Base**

As an alternative to, or in conjunction with, cement treatment, aggregate base may be placed over the prepared subgrades in accordance with the following recommendations prior to placing the pavements.

- After completing the subgrade preparation, place aggregate base as required in maximum 4 to 6-inch thick compacted lifts. The area of the aggregate base should extend a minimum of 18-inches beyond the edges of the pavement.
- Aggregate base, should be TxDOT Type A or D and meet the gradation, durability and plasticity requirements of TxDOT Item 247 Grade 1-2 or better (2014). The aggregate base material should be uniformly compacted to a minimum of 98% of the maximum standard Proctor dry density (ASTM D698) and placed at a moisture content that is sufficient to achieve density, but with a minimum of 4% moisture.
- Field density and moisture content testing should be performed at the rate of one test per 300 linear feet of roadway (approximately one test every 10,000 to 12,000 square feet).

#### 6.4 Subgrade Strength Characteristics

Based on the present information, we recommend that a California Bearing Ratio (CBR) value of 8 be used in the design with a corresponding resilient modulus of 8,000 psi. These values were selected considering that clayey sands and silty clayey sands are projected to be present at final subgrade elevation over about 75% of the roadway alignment, and that these materials have a lower stiffness than the silty sands that are expected within few sections of the proposed roadway improvements.

#### 6.5 Pavement Design Assumptions

Specific axle loading and traffic volume characteristics have not been provided at this time. After reviewing available traffic counts for ECR 120 roadway using TXDOT District Traffic Web Viewer 2017 GIS data, the average daily traffic (ADT) along the roadway is 2,360, 3,270, 3,371 and 4,022 vehicles per day. As there is close agreement of available traffic counts we have concentrated our pavement recommendations based on an ADT of between 2,500 to 4,000. If the actual number of ADT differs significantly from our assumptions, we recommend a separate analysis and pavement sections recommendations be performed.

- Design Life: 15 years
- Average Daily Traffic (ADT): 4,000
- Equivalent Single Axle Loads (ESAL's): 1,073,057
- Directional Distribution Factor: 50%
- Design Lane Distribution Factor: 100%
- Growth Rate: 2.0%
- Percent Trucks: 5.0%
- Truck Factor (ESALs/Truck): 1.7
- Initial Serviceability: 4.2
- Terminal Serviceability: 2.25

Considering that ECR 120 is somewhat a suburban collector roadway, we have assumed a reliability factor of 75%. If a higher value of reliability is required, the overall section will increase. Please contact this office if significant deviations from the assumptions above are anticipated.

In determination of roadway section alternatives, we used WinPAS 12 software and the following assumptions were made.

- Reliability: 75%
- Overall Standard Deviation: 0.45

- Subgrade Resilient Modulus: 8,000 psi
- Drainage Coefficient: 1.0
- Layer coefficient, Asphalt Cement Concrete: 0.44
- Layer coefficient, Soil Cement or Cement treated reclaimed pavement: 0.20
- Layer coefficient, Aggregate Base : 0.14

Minimizing subgrade saturation is an important factor in maintaining subgrade strength. Water should not be allowed to pond on or adjacent to the pavement that could saturate the pavement and lead to premature pavement deterioration. We recommend that all pavement surfaces be sloped to provide rapid surface drainage. Positive surface drainage away from the edge of the paved areas should be maintained.

**6.6 Flexible Pavement Design and Recommendations**

Flexible pavement surface course should conform to TxDOT Item 341 – “Dense-graded Hot Mix Asphalt” (HMA), or TxDOT Item 340 “Dense-graded Hot Mix Asphalt” (Small Quantity). The following subparagraphs provide recommendations for HMA based on the design assumptions noted previously. Actual loading conditions may require modifications.

**6.7 Full Depth HMA**

Full-depth HMA may consist of at least 1.5 inches of Type C or D surface course over 2 inches of Type B base course as specified by TxDOT Item 341 (or Item 340 as appropriate), or be entirely comprised of the surface course. Alternative options for flexible pavement sections are included in Table 1, and are based on the subgrade CBR (8) and modulus (8,000) values noted above.

**Table 1. Alternative Flexible Pavement Sections for ADT = 4,000**

Material Types	Based on Above Assumed Design Criteria			
	Alternative 1 (Utilize Existing Roadway Materials RAP)	Alternative 2 (Remove and Replace Existing Roadway Materials)		
HMAC (in.)	3	3	3.5	3
Aggregate base (in.)	5	5	11	13
Cement-treated soil or milled pavement materials (in.)	6	6	--	--

## 6.8 Additional Pavement Section Evaluations

Based on the above assumptions, additional pavement section valuations were performed considering Midland County pavement standards of 3 inches asphalt on 11 inches of base and City of Midland pavement standards of 5.5 inches of asphalt (1.5 inches of Type D and 4 inches of Type B) on 6 inches of base material which showed the design life of 10 and 18 years, respectively, for an ADT of 4,000.

## 6.9 HMA Installation and Testing

The following is recommended for HMA:

- HMA should be placed and compacted to contain between 5 and 9 percent of air voids.
- The target density for asphalt lifts should be 91 to 95 percent of the Maximum Theoretical Specific Gravity as determined by laboratory testing.

The following tests should be performed:

- In place field density tests to establish a rolling pattern.
- One extraction and gradation test per day's HMA placement.
- Two cores to verify thickness and density per 5,000 feet of roadway placed.

## 7.0 OTHER CONSTRUCTION

### 7.1 Utility Lines and Culverts

Backfill placed within utility/culvert trenches that cross pavements should be properly compacted. If these areas are not properly compacted, settlement will occur and distress to the pavement is likely. All backfill should be placed in lifts, properly compacted and tested in accordance to the appropriate earthwork recommendations provided.

Trenches should be opened a sufficient width to safely allow compaction equipment access to the backfill and for confirmation testing to occur. The backfill should be placed in horizontal lifts. Excavations greater than 5 feet in height/depth should be in accordance with OSHA 29CFR 1926, Subpart P. The site soils should be assumed to be Type "C" soil.

Backfill for utility lines should consist of on-site material and should be placed in accordance with the following recommendations. The on-site fill soil should be placed in maximum 6-inch compacted lifts, compacted to a minimum of 95 percent of the maximum dry density, as determined by ASTM D698 (standard Proctor), and placed at a moisture content that is at least the optimum moisture content, as determined by that same test. We also recommend that the utility trenches be visually inspected

during the excavation process to ensure that undesirable fill that was not detected by the test borings does not exist at the site. This office should be notified immediately if any such fill is detected.

Utility excavations should be sloped so that water within excavations will flow to a low point away from the active construction where it can be removed from before backfilling. Compaction of bedding material should not be water-jetted. Compacted backfill above the utilities should be on-site clayey soils to limit the percolation of surface water.

## **7.2 Surface Drainage**

Proper drainage is critical to the performance of the paved areas. Positive surface drainage should be provided that directs water away from pavements edges. Where possible, we recommend that a slope of at least 5 percent be provided for the first 5 feet away from pavement edges. The slopes should direct water away from the pavement and should be maintained throughout construction and the life of the pavement.

## **7.3 Excavations and Excavation Difficulties**

Excavations greater than 5 feet in height/depth should be in accordance with OSHA 29CFR 1926, Subpart P. Temporary construction slopes should incorporate excavation protection systems or should be sloped back.

Excavations performed during utility construction operations in soil should not be difficult and should not require the use of special construction equipment. However, there are known hard layers present within the caliche geological formation. If such a hard layer is encountered during construction, in order to determine the nature of the hard layer a test pit may need to be excavated.

If very hard material is encountered such as a caliche caprock layer, appropriate hard rock excavation equipment will be required. Such heavy equipment should be of a sufficient size and weight to excavate through the hard layers to reach the desired bearing stratum. These bedrock materials can typically be excavated with backhoes/track-hoes equipped with rock teeth, single tooth rippers and hydraulic impact hammers. Where it is desired to maintain close excavations tolerances in the bedrock, trenching machines, rock wheel excavators should also be considered. Another method commonly used for excavations into bedrock is closely spaced, small-diameter holes drilled typically by air-rotary methods along an excavation line (commonly referred to as "line-drilling"). This line drilling creates a preferred plane of weakness for subsequent excavation. The excavated rock surface is expected to be irregular. Over breaks in the rock should also be expected. Loose rock fragments should be removed from the exposed face of rock cuts. Any rock faces, which could be subject to spalling identified by the competent person, should be covered with metal chain link, welded wire mesh, or other suitable covering to avoid rock spalls.

Rock bolts/anchors may also be used at approximately 4 to 5 foot centers. Surface water should be diverted away from excavations.

Overburden soils above the bedrock will need to be sloped at 1.5H:1V or flatter. A minimum 2-foot wide bench should be required at the base of the overburden soils, at the top of the bedrock. The bedrock can very likely be cut in the range 0.75H:1V to 0.5H:1V. As excavation proceeds through the bedrock, the surface of the exposed bedrock should be carefully examined by the competent person for weakening due to weather exposure, joints and fractures, seepage, or other planes of weakness and the slope should be flattened or shored as required

Analyses of slope or trench wall stability in excavations are beyond the scope of this study and have not been performed. In all cases, the requirements of the Occupational Safety and Health Administration (OSHA) must be followed by the contractor. It is important for the contractor to monitor the slope and pit wall stability by observation and measurements, and to prevent excessive loads (especially heavy vibratory loads) from being applied to the slope. The contractor should be responsible for maintaining the slopes and pit walls in a safe condition during construction. A qualified geotechnical engineer or geotechnical representative should be present to monitor all foundation excavations and fill placement. D&S would be pleased to provide these services in support of this project.

## **8.0 LIMITATIONS**

The professional geotechnical engineering services performed for this project, the findings obtained, and the recommendations prepared were accomplished in accordance with currently accepted geotechnical engineering principles and practices.

Variations in the subsurface conditions are noted at the specific boring locations for this study. As such, all users of this report should be aware that differences in depths and thicknesses of strata encountered can vary between the boring locations. Statements in the report as to subsurface conditions across the site are extrapolated from the data obtained at the specific boring locations. The number and spacing of the exploration borings were chosen to obtain geotechnical information for the design and construction of pavements. If there are any conditions differing significantly from those described herein, D&S should be notified to re-evaluate the recommendations contained in this report.

Recommendations contained herein are not considered applicable for an indefinite period of time. Our office must be contacted to re-evaluate the contents of this report if construction does not begin within a one-year period after completion of this report.

The scope of services provided herein does not include an environmental assessment of the site or preliminary investigation for the presence or absence of hazardous materials in the soil, surface water, or groundwater.

All contractors referring to this geotechnical report should draw their own conclusions regarding excavations, construction, etc. for bidding purposes. D&S is not responsible for conclusions, opinions or recommendations made by others based on these data. The report is intended to guide preparation of project specifications and should not be used as a substitute for the project specifications.

Recommendations provided in this report are based on our understanding of information provided by the Client to us regarding the scope of work for this project. If the Client notes any differences, our office should be contacted immediately since this may materially alter the recommendations.

**APPENDIX A - BORING LOGS AND SUPPORTING DATA**



**\*\*BORING LOCATIONS ARE INTENDED FOR GRAPHICAL REFERENCE ONLY\*\***



**MIDLAND**

PLAN OF BORINGS  
**RIDGE ROAD (EAST COUNTY ROAD 120)**

**TEXAS**

**SHEET NO.**

**G1**

DATE DRILLED  
 October 16-26, 2019



**\*\*BORING LOCATIONS ARE INTENDED FOR GRAPHICAL REFERENCE ONLY\*\***



**MIDLAND**

PLAN OF BORINGS  
**RIDGE ROAD (EAST COUNTY ROAD 120)**

**TEXAS**

**SHEET NO.**

**G2**

DATE DRILLED

October 16-26, 2019



**\*\*BORING LOCATIONS ARE INTENDED FOR GRAPHICAL REFERENCE ONLY\*\***



**MIDLAND**

PLAN OF BORINGS  
**RIDGE ROAD (EAST COUNTY ROAD 120)**

**TEXAS**

**SHEET NO.**

**G3**

DATE DRILLED  
October 16-26, 2019



**\*\*BORING LOCATIONS ARE INTENDED FOR GRAPHICAL REFERENCE ONLY\*\***



**MIDLAND**

PLAN OF BORINGS  
**RIDGE ROAD (EAST COUNTY ROAD 120)**

**TEXAS**

SHEET NO.

**G4**

DATE DRILLED  
October 16-26, 2019

## LITHOLOGIC SYMBOLS

ARTIFICIAL		Asphalt
		Aggregate Base
		Concrete
		Fill

SOIL		CH: High Plasticity Clay
		CL: Low Plasticity Clay
		GP: Poorly-graded Gravel
		GW: Well-graded Gravel
		SC: Clayey Sand
		SP: Poorly-graded Sand
		SW: Well-graded Sand

ROCK		Limestone
		Mudstone
		Shale
		Sandstone
		Weathered Limestone
		Weathered Shale
		Weathered Sandstone

## CONSISTENCY OF SOILS

CONSISTENCY: FINE GRAINED SOILS		
Consistency	SPT (# blows/ft)	UCS (tsf)
Very Soft	0 - 2	< 0.25
Soft	3 - 4	0.25 - 0.5
Medium Stiff	5 - 8	0.5 - 1.0
Stiff	9 - 15	1.0 - 2.0
Very Stiff	16 - 30	2.0 - 4.0
Hard	> 30	> 4.0

## CONDITION OF SOILS

CONDITION: COARSE GRAINED SOILS			
Condition	SPT (# blows/ft)	TCP (#blows/ft)	Relative Density (%)
Very Loose	0 - 4	< 8	0 - 15
Loose	5 - 10	8 - 20	15 - 35
Medium Dense	11 - 30	20 - 60	35 - 65
Dense	31 - 50	60 - 100	65 - 85
Very Dense	> 50	> 100	85 - 100

## SECONDARY COMPONENTS

QUANTITY DESCRIPTORS	
Trace	< 5% of sample
Few	5% to 10%
Little	10% to 25%
Some	25% to 35%
With	> 35%

## RELATIVE HARDNESS OF ROCK MASS

Designation	Description
Very Soft	Can be carved with a knife. Can be excavated readily with point of pick. Pieces 1" or more in thickness can be broken by finger pressure. Readily scratched with fingernail.
Soft	Can be gouged or grooved readily with knife or pick point. Can be excavated in chips to pieces several inches in size by moderate blows with the pick point. Small, thin pieces can be broken by finger pressure.
Medium Hard	Can be grooved or gouged 1/4" deep by firm pressure on knife or pick point. Can be excavated in small chips to pieces about 1" maximum size by hard blows with the point of a pick.
Moderately Hard	Can be scratched with knife or pick. Gouges or grooves 1/4" deep can be excavated by hard blow of the point of a pick. Hand specimens can be detached by a moderate blow.
Hard	Can be scratched with knife or pick only with difficulty. Hard blow of hammer required to detach a hand specimen.
Very Hard	Cannot be scratched with knife or sharp pick. Breaking of hand specimens requires several hard blows from a hammer or pick.

## WEATHERING OF ROCK MASS

Designation	Description
Fresh	No visible sign of weathering
Slightly weathered	Penetrative weathering on open discontinuity surfaces, but only slight weathering of rock material
Moderately weathered	Weathering extends throughout rock mass, but the rock material is not friable
Highly weathered	Weathering extends throughout rock mass, and the rock material is partly friable
Completely weathered	Rock is wholly decomposed and in a friable condition but the rock texture and structure are preserved
Residual Soil	A soil material with the original texture, structure, and mineralogy of the rock completely destroyed

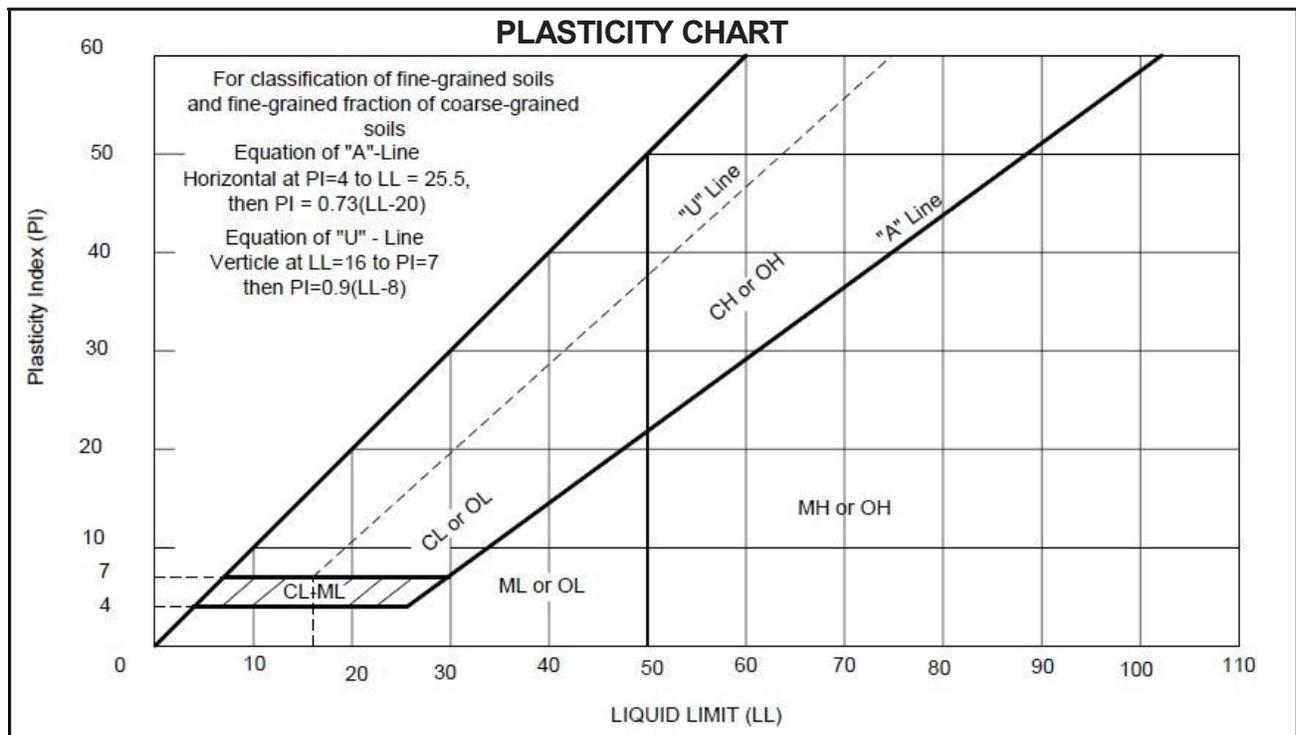


# UNIFIED SOIL CLASSIFICATION SYSTEM

ADAPTED FROM ASTM D 2487

## SOIL CLASSIFICATION CHART

MAJOR DIVISIONS				GROUP SYMBOL	GROUP NAME
COARSE GRAINED SOILS  MORE THAN 50% OF MATERIAL IS RETAINED ON THE NO. 200 SIEVE	GRAVELS  MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVELS (LESS THAN 5% FINES)	$Cu \geq 4$ and $1 \leq Cc \leq 3$	<b>GW</b>	WELL-GRADED GRAVEL
			$Cu < 4$ and/or $[Cc < 1$ or $Cc > 3]$	<b>GP</b>	POORLY-GRADED GRAVEL
		GRAVELS WITH FINES (MORE THAN 12% FINES)	Fines classify as ML or MH	<b>GM</b>	SILTY GRAVEL
			Fines classify as CL or CH	<b>GC</b>	CLAYEY GRAVEL
	SANDS  MORE THAN 50% OF COARSE FRACTION PASSING THE NO. 4 SIEVE	CLEAN SANDS (LESS THAN 5% FINES)	$Cu \geq 6$ and $1 \leq Cc \leq 3$	<b>SW</b>	WELL-GRADED SAND
			$Cu < 6$ and/or $[Cc < 1$ or $Cc > 3]$	<b>SP</b>	POORLY-GRADED SAND
		SANDS WITH FINES (MORE THAN 12% FINES)	Fines classify as ML or MH	<b>SM</b>	SILTY SAND
			Fines classify as CL or CH	<b>SC</b>	CLAYEY SAND
FINE GRAINED SOILS  MORE THAN 50% OF MATERIAL PASSES THROUGH THE NO. 200 SIEVE	SILTS AND CLAYS  LIQUID LIMIT LESS THAN 50	INORGANIC	PI > 7 and plots on or above "A" line	<b>CL</b>	LEAN CLAY
			PI < 4 or plots below "A" line	<b>ML</b>	SILT
		ORGANIC	$\frac{\text{Liquid limit} - \text{oven dried}}{\text{Liquid limit} - \text{not dried}} < 0.75$	<b>OL</b>	ORGANIC CLAY ORGANIC SILT
	SILTS AND CLAYS  LIQUID LIMIT GREATER THAN 50	INORGANIC	PI plots on or above "A" line	<b>CH</b>	FAT CLAY
			PI plots below "A" line	<b>MH</b>	ELASTIC SILT
		ORGANIC	$\frac{\text{Liquid limit} - \text{oven dried}}{\text{Liquid limit} - \text{not dried}} < 0.75$	<b>OH</b>	ORGANIC CLAY ORGANIC SILT
HIGHLY ORGANIC SOILS	PRIMARILY ORGANIC MATTER, DARK IN COLOR, AND ORGANIC ODOR			<b>PT</b>	PEAT













# BORING LOG

B5

PAGE 1 OF 1

PROJECT: ECR 120 (West)	LOCATION: Midland, Texas
CLIENT: Dunaway Associates	GPS COORDINATES: N31.96014125, W102.0563178
PROJECT NUMBER: G19-2108-10	GROUND ELEVATION:
START DATE: 10/18/2019      FINISH DATE: 10/18/2019	DRILL METHOD: Cont. Flight Auger
LOGGED BY: Dalton Hubbard (D&S)	DRILLED BY: Jeffery Shaver (D&S)

Depth (ft)	Sample Type	Hand Pen. (tsf) or SPT or TCP	Graphic Log	Legend:	REC (%) RQD (%)	MC (%)	Atterberg Limits			Passing #200 Sieve (%)	Total Suction (pF)	Clay (%)	Swell (%)	DUW (pcf)	Unconf. Compr. Str (ksf)
							LL (%)	PL (%)	PI						
0				<ul style="list-style-type: none"> <li>■ S-Shelby Tube</li> <li>⊠ N-Standard Penetration</li> <li>⊡ T-Texas Cone Penetration</li> <li>▮ C-Core</li> <li>▩ B-Bag Sample</li> <li>∇ - Water Encountered</li> </ul>											
	N	6,4,4		<b>ASPHALT; 1 inch</b> <b>BASE; 3 inches</b> <b>SILTY CLAYEY SAND (SC-SM);</b> loose; reddish brown, brown		9.0	18	13	5						
5	N	4,6,6		<b>CLAYEY SAND (SC);</b> medium dense; light brown, white, light pink; also locally referred to as "caliche"		15.7				46					
End of boring at 5.0'															
Notes:															
-dry during drilling															
-dry upon completion															
10															
15															
20															
25															
30															
35															



































## **APPENDIX B - GENERAL DESCRIPTION OF PROCEDURES**

## **ANALYTICAL METHODS TO PREDICT MOVEMENT**

### **INDEX PROPERTY AND CLASSIFICATION TESTING**

Classification testing is perhaps the most basic, yet fundamental tool available for predicting potential movements of clay soils. Classification testing typically consists of moisture content, Atterberg Limits, and Grain-size distribution determinations. From these results a general assessment of a soil's propensity for volume change with changes in soil moisture content can be made.

#### **Moisture Content**

By studying the moisture content of the soils at varying depths and comparing them with the results of Atterberg Limits, one can estimate a rough order of magnitude of potential soil movement at various moisture contents, as well as movements with moisture changes. These tests are typically performed in accordance with ASTM D2216.

#### **Atterberg Limits**

Atterberg limits determine the liquid limit (LL), plastic limit (PL), and plasticity index (PI) of a soil. The liquid limit is the moisture content at which a soil begins to behave as a viscous fluid. The plastic limit is the moisture content at which a soil becomes workable like putty, and at which a clay soil begins to crumble when rolled into a thin thread (1/8" diameter). The PI is the numerical difference between the moisture constants at the liquid limit and the plastic limit. This test is typically performed in accordance with ASTM D4318.

Clay mineralogy and the particle size influence the Atterberg Limits values, with certain minerals (e.g., montmorillonite) and smaller particle sizes having higher PI values, and therefore higher movement potential.

A soil with a PI below about 15 to 18 is considered to be generally stable and should not experience significant movement with changes in moisture content. Soils with a PI above about 30 to 35 are considered to be highly active and may exhibit considerable movement with changes in moisture content.

Fat clays with very high liquid limits, weakly cemented sandy clays, or silty clays are examples of soils in which it can be difficult to predict movement from classification testing alone.

#### **Grain-size Distribution**

The simplest grain-size distribution test involves washing a soil specimen over the No. 200 mesh sieve with an opening size of 0.075 mm (ASTM D1140). This particle size has been defined by the engineering community as the demarcation between coarse-grained and fine-grained soils. Particles smaller than this size can be further distinguished between silt-size and clay-size particles by use of a Hydrometer test (ASTM D422). A more complete grain-size distribution test that uses sieves to relative amount of particles according is the Sieve Gradation Analysis of Soils (ASTM D6913). Once the characteristics of the soil are determined through classification testing, a number of movement prediction techniques are available to predict the potential movement of the soils. Some of these are discussed in general below.

### **TEXAS DEPARTMENT OF TRANSPORTATION METHOD 124-E**

The Texas Department of Transportation (TxDOT) has developed a generally simplistic method to predict movements for highways based on the plasticity index of the soil. The TxDOT method is empirical and is based on the Atterberg limits and moisture content of the subsurface soil. This method generally assumes three different initial moisture conditions: dry, "as-is", and wet. Computation of each over an assumed depth of seasonal moisture variation (usually about 15 feet or less) provides an estimate of potential movement at each initial condition. This method requires a number of additional assumptions to develop a potential movement estimate. As such, the predicted movements generally possess large uncertainties when applied to the analysis of conditions under pavements.

### **POTENTIAL VERTICAL MOVEMENT**

A general index for movement is known as the Potential Vertical Rise (PVR). The actual term PVR refers to the TxDOT Method 124-E mentioned above. For the purpose of this report the term Potential Vertical Movement (PVM) will be used since PVM estimates are derived using multiple analytical techniques, and not just TxDOT methods.

Vertical movement of clay soils under pavements resulting to soil moisture changes can result from a variety causes, including poor site grading and drainage, improperly prepared subgrade, trees and large shrubbery located too close to structures, utility leaks or breaks, poor subgrade maintenance such as inadequate or excessive irrigation, or other causes.

**PVM** is generally considered to be a measurement of the change in height of a foundation from the elevation it was originally placed. Experience and generally accepted practice suggests that if the PVM of a site is less than one inch, the associated differential movement will be minor and acceptable to most people.

### **TEXAS DEPARTMENT OF TRANSPORTATION METHOD 101-E**

This method describes three procedures for preparation of soil and flexible base samples for soil constants and particle size analysis, compaction and triaxial, and sieve analysis of road-mixed material.

### **TEXAS DEPARTMENT OF TRANSPORTATION METHOD 401-A**

This method involves sieve analysis and is used to determine the particle size distribution of mineral fillers and coarse and fine aggregates for Portland cement concrete.

### **TEXAS DEPARTMENT OF TRANSPORTATION METHOD 116-E**

This method determines the resistance of aggregate in flexible base material to disintegration in the presence of water. The test provides a measure of the ability of the material to withstand degradation in the road base and detects soft aggregate that is subject to weathering. The result of this test is the Wet Ball Mill (WBM) value.

## **SPECIAL COMMENTARY ON CONCRETE AND EARTHWORK**

### **UTILITY TRENCH EXCAVATION**

Trench excavation for utilities should be sloped or braced in the interest of safety. Attention is drawn to OSHA Safety and Health Standards (29 CFR 1926/1910), Subpart P, regarding trench excavations greater than 5 feet in depth.

### **FIELD SUPERVISION AND DENSITY TESTING**

Construction observation and testing by a field technician under the direction of a licensed geotechnical engineer should be provided. Some adjustments in the test frequencies may be required based upon the general fill types and soil conditions at the time of fill placement.

It is recommended that all site and subgrade preparation, proofrolling, and pavement construction be monitored by a qualified engineering firm. Density tests should be performed to verify proper compaction and moisture content of any earthwork. Inspection should be performed prior to and during concrete placement operations.

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Texas Engineering Firm Registration # F-12796  
Oklahoma Engineering Firm Certificate of Authorization CA 7181



**PART D**

BID QUANTITIES

## Construction of East County Road 120 & FM 715 Turn Lane Addition

Roadway Improvements to Serve Midland County				Unit Price	Total
		Quantity	Unit		
<b>Base Bid</b>					
Item	Description				
1	Preparation of R.O.W.	11	Sta.		
2	Sawcut Existing Pavement (full depth)	940	L.F.		
3	Earthwork	458	C.Y.		
4	Haul Off	458	C.Y.		
5	Subgrade Preparation (Roadway)	1,414	S.Y.		
6	Prime Coat	230	Gal.		
7	Flexible Base (Roadway)	189	C.Y.		
8	HMA Pavement - 3" thickness - Type D	133	Ton		
9	Concrete Pavement at Intersections and Cul de Sac	490	S.Y.		
10	Reflective Marking (Type 1) 4" Double Yellow Striped	5	Sta.		
11	Reflective Marking (Type 1) 4" White Striped	13	Sta.		
12	18" Stop Bar Pavement Marking	35	L.F.		
13	Left Turn Arrow	2	Ea.		
14	Surface Preparation for Pavement Marking	13	Sta.		
15	IN SM RD SN SUP&AM TY10BWG(1) SA (P)	4	Ea.		
16	Aluminum Signs	25	S.F.		
17	Erosion Control	1	L.S.		
18	Traffic Control	1	L.S.		
19	Mobilization	1	L.S.		
<b>TOTAL BASE BID FOR ECR 120 &amp; FM 715 TURN LANE</b>					
<b>CONSTRUCTION START DATE FOR ECR 120 &amp; FM 715 TURN LANE</b>					
<b>TOTAL CALENDAR DAYS FOR ECR 120 &amp; FM 715 TURN LANE</b>					

Contractor shall notify the Engineer of Record of any discrepancies in quantities prior to the commencement of construction.

\* Quantities do not include factors for compaction and expansion.

\*\* Rates used for calculation purposes only:

Prime Coat: 0.3 Gal/SY

HMA Pavement - 3" thickness - Type D: 115 lb/SY\*in