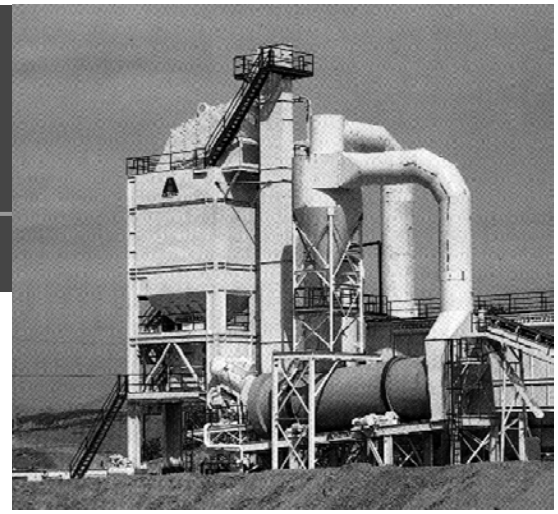
Tennessee Department of Transportation
Division of Materials and Tests



Hot Mix Asphalt Plant Technician Certification

August 2015

TN TDOT Department of Transportation

Tennessee Department of Transportation
Certified Asphalt Plant Technician Workshop

Class Schedule

Monday

Registration	9:30-10:00
Introduction to the Course	10:00-10:30
Basic Materials	10:30-11:30
LUNCH	11:30 -1:00
Plant Overview	1:00 – 2:15
Break	2:15 – 2:30
Aggregate Storage and Metering Systems	2:30 – 3:15
Break	3:15 – 3:30
Aggregate Storage and Metering Systems Cont'd.	3:30– 4:15

Tuesday

Asphalt Storage and Metering Systems	8:30 – 10:00
Break	10:00 – 10:15
HMA Storage and Delivery	10:15 – 11:30
LUNCH	11:30 – 12:45
Overview of Job Mix Formula	12:45 – 1:30
Break	1:30 – 1:45
Sampling & Testing, p. 1-20	1:45 – 2:45
Break	2:45 – 3:00
Quiz 1 (T-27)	3:00-3:30
Sampling & Testing, p. 21-36	3:30 – 4:15

Wednesday

Homework Review	8:30 – 9:00
Spec Quiz	9:00-9:30
Sampling & Testing (Cont'd), p. 37-49	9:30 – 10:15
Break	10:15 – 10:30
Sampling & Testing (Cont'd), p. 49-60	10:30 – 11:30
LUNCH	11:30 – 12:45
Sampling & Testing (Cont'd), p. 60-65 (In-Class T-164 Handout)	12:45 – 2:15
Break	2:15 – 2:30
Team Quiz	2:15 – 2:30
Sampling & Testing (Cont'd), HW / Handouts	3:30 – 4:15

Thursday

Homework Review	8:30 – 9:00
Daily Plant Reports & Pay Factors	9:00 – 10:15
Break	10:15 – 10:30
Overview of Electronic Workbook/Site Manager	10:30 – 11:30
LUNCH	11:30 – 1:00
Review of Field Manual	1:00 – 2:00
Break	2:00 – 2:15
Review of Specs	2:15 – 3:00
Break	3:00 – 3:15
Review for Exam	3:15 – 4:00

Certified Asphalt Plant Technician Course

Plant Tech School

- Welcome
- Introductions
- Basic Information
  - Start time, Phone numbers, Restroom Locations, Smoking Information

Plant Tech School

- Workbook Description General Information/Presentations
  - Operations
  - Sampling & Testing
  - AASHTO/ASTM/TDOT Test Methods
  - Department Specifications
  - Reports
  - Electronic Workbook

Plant Tech School

- Presentations
- Performing Calculations
- Test (Half Day)
  - Test Methods
  - Specifications/Results Interpretation

TN TDOT Department of Transportation

Why have a Plant Tech course?

- QUALITY!!
- In the Past, Plants were set up by TDOT and ran by TDOT
- Method Spec vs. End Result Spec (grey area)

TN TDOT Department of Transportation

407.03.D.2
Contractor Quality Control System (page 305)

"Develop, implement, and maintain a quality control system that will provide reasonable assurance that all materials and products submitted to the Department for acceptance conform to the specified requirements."

TN TDOT Department of Transportation

407.03.D.2.a
Quality Control Technician
(page 305)

"Ensure that a Quality Control Technician, who is currently certified by the Department as a Certified Asphalt Plant Technician, is present at the asphalt plant during mix production. If the Department finds that the Quality Control Technician cannot perform as required by the position, the Department will revoke the certification and require replacement with a certified technician."

Code of Federal Regulations (CFR 637) tells us ...

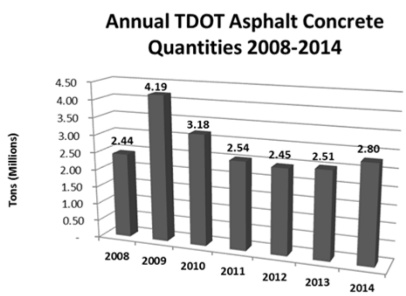
- "Each SHA's quality assurance program shall provide for an acceptance program and an independent assurance (IA) program consisting of…"
- "The sampling and testing has been performed by qualified laboratories and qualified sampling and testing personnel."

TDOT's Mission & Vision

- ***Mission***
  - To provide a safe and reliable transportation system for people, goods and services that supports economic prosperity in Tennessee
- ***Vision***
  - To serve the public by providing the best multimodal transportation system in the nation.

(Office of Strategic Planning June 2015)

This Job Is Important!!!!



Asphalt Qualifications are:

- Asphalt Roadway Paving Inspector
- Asphalt Concrete Mixture Design Technician
- Asphalt Concrete Plant Technician

BACKGROUND

- Name
- Company
- Position within Company
- Experience with HMA testing/construction

Plant Tech School

- Introduction
- Basic Materials
- Overview of Asphalt Plant
- Materials Storage
- Materials Feeding and Metering Systems
- Asphalt Job Mix Formulas
- Sampling & Testing
- Daily Reports
- TDOT Specifications
- EXAM

QUALITY

Meets or exceeds the expectations or needs of the customer

Class Discussion:

- What makes a good Pavement?

QUALITY HMA MIXTURES

- Constructability
- Conforms to specifications
- Satisfies functional requirements

TN TDOT Department of Transportation

CUSTOMER DRIVEN EXPECTATIONS OF HMA MIXTURES

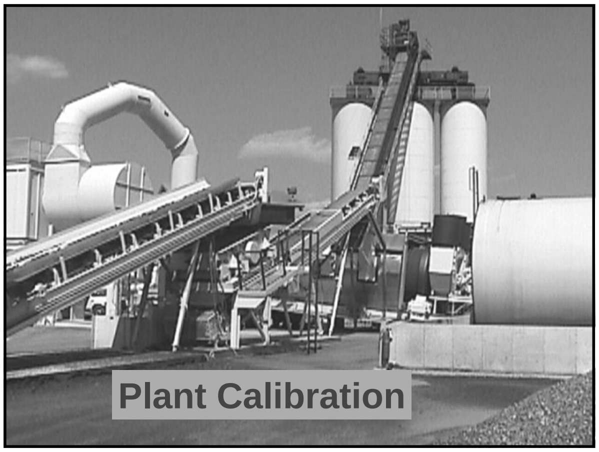
- **Smooth surface** without hydroplaning in the rain
- Minimization of traffic disruptions
- Adequate friction at surface
- Minimization of overall costs

TN TDOT Department of Transportation

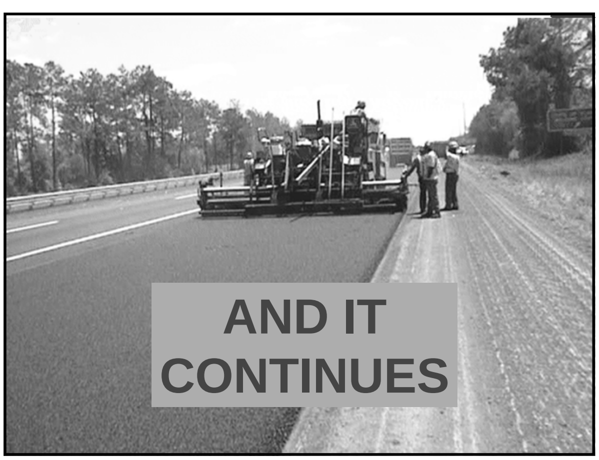

Quality will not result from focusing on a couple of key parts of an operation...
it will result only when EVERYTHING is done right.


Quality starts here!!


IT CONTINUES HERE
Good Materials Management is Important


Plant Calibration


Well Equipped Labs
and Knowledgeable People


AND IT
CONTINUES


HOW SHOULD WE
MEASURE QUALITY?

QUESTIONS ?


TDOT Construction
Record-A-Comment
1-877-SmartWay

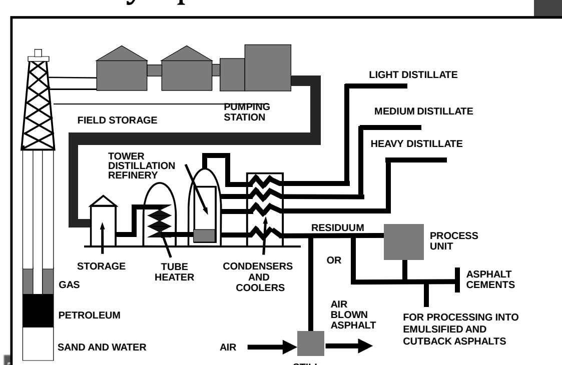
Basic Materials

Asphalt, Additives, and Aggregate

Materials

- Asphalt
  - Background
  - Properties
- Aggregate
  - Background
  - Properties

Refinery Operation



Asphalt Binder Spec (Section 904.01)

- Grading System Based on Climate

PG 64-22

Performance Grade

Average 7-day max pavement design temp

Min pavement design temp

TN TDOT Department of Transportation

"Rule of 90"

(More like a guideline!)

- Balance Between High and Low Temp Physical Properties
  - absolute difference between high and low temp grade
  - Difference < 90 probably unmodified asphalt
  - Difference > 90 probably modified asphalt
- PG 64-22
  - difference = 86
  - probably unmodified
  - probably AC-20
- PG 70-22
  - difference = 92
  - very well balanced AC-20 or lightly modified AC-10

TN TDOT Department of Transportation

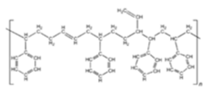
Asphalt Additives

- Additives include:
  - Anti-strip Additive (Section 921.06.B.1)
  - Lime (Section 921.06.B.1)
  - Silicone (921.06.B.2)
  - Warm Mix Additives (921.06.B.3)

TN TDOT Department of Transportation

Asphalt Modifiers

- Permitted Asphalt Modifiers:
  - Styrene butadiene (SB)
  - Styrene-butadiene-styrene (SBS)
  - Styrene butadiene rubber (SBR)



TN TDOT Department of Transportation

Aggregate Processing

- Excavation
- Crushing
- Sizing
- Washing

TN TDOT Department of Transportation

Excavation

* **Natural sands and gravels**
- **Underwater sources**
  - **+ Rivers & lakes**
  - **+ Barge-mounted dredges, draglines, scoop, conveyors, or pumps**
  - **+ Relatively clean**
- **Land sources**
  - **+ Gravel or sand pits**
  - **+ Bucket loader**

TN TDOT Department of Transportation

Stockpiling

Sampling

Why do we take samples?

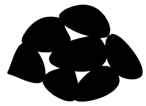
- To evaluate the potential quality of a proposed aggregate source.
- To determine compliance with project specification requirements.

Mechanical Sieve

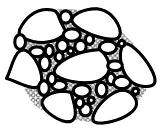
Individual Sieve

Stack of Sieves

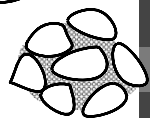
Types of Gradations



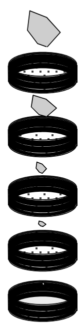
- Uniformly graded
  - Few points of contact
  - Poor interlock (shape dependent)
  - High permeability



- Well graded
  - Good interlock
  - Low permeability
- Gap graded
  - Only limited sizes
  - Good interlock
  - Low permeability

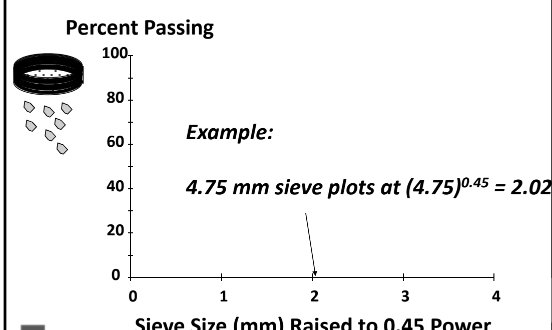


Aggregate Gradation

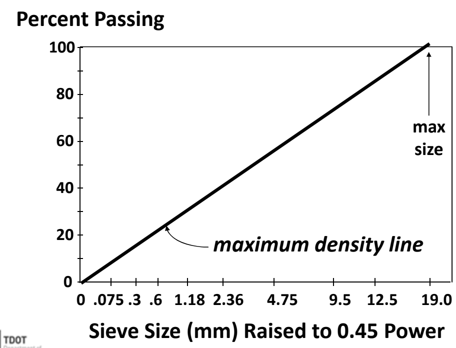


- Use 0.45 Power Gradation Chart
- Blend Size Definitions
  - maximum size
  - nominal maximum size
- Gradation Limits
  - control points
  - restricted zone

0.45 Power Grading Chart



0.45 Power Grading Chart



Aggregate Size Definitions

- ***Nominal Maximum*** Aggregate Size:
  - one size larger than the first sieve to retain more than 10%
- ***Maximum* Aggregate** Size:
  - one size larger than nominal maximum size

3/4"	100	100
5/8"	100	99
1/2"	90	89
3/8"	72	72
No.4	65	65
No.8	48	48
No.16	36	36
No.30	22	22
No.50	15	15
No.100	9	9
No.200	4	4

Coarse Vs Fine Aggregate

- Coarse Aggregate is Material retained above the #4 Sieve
- Fine Aggregate is Material that passes through the #4 Sieve

Blending of Aggregates

- P = Aa + Bb + Cc + ….
  - Where:
    - P = % of material passing a given sieve for blended aggregates A, B, C,…
    - A, B, C, … = % material passing a given sieve for each aggregate A, B, C, …..
    - a, b, c, …. = Proportions (decimal fractions) of aggregates A, B, C, … to be used in Blend

TN TDOT Department of Transportation

Densities

Density is the unit weight of a material in lb/ft^3 or kg/m^3

Density of Water:

$g_w = 1.000\ g/cm^3$ **$g_w = 62.4\ lb/ft^3$**

$g_w = 1000\ kg/m^3$

Bulk density means sample contains more than one mass and/or volume

TN TDOT Department of Transportation

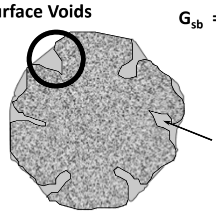
Specific Gravity, G

Ratio of the density of a material to that of water. Specific gravities always have units are almost always expressed to three decimal places, i.e. 2.573

$$G = \frac{\text{Density of Given Material}}{\text{Density of Water}}$$

TN TDOT Department of Transportation

Bulk Specific Gravity, Dry



$$G_{sb} = \frac{\text{Mass, oven dry}}{\text{Vol of agg, + surface voids}}$$

Percent Fractured Faces (Gravels)

- Helps ensure proper aggregate/binder adhesion
- Achieved with proper gravel crushing operations
- Quarried materials always 100% crushed
- Defined as % by count with one or more fractured faces

Percent Fractured Faces in Gravel

0% Crushed — **100% with 2 or More Crushed Faces**

Basic Materials Summary

- Asphalt
  - Hot, Black, and Sticky
  - Correct grade
- Aggregates
  - Angular, with good surface texture
  - Hard and Sound
  - Well Blended with Consistent Gradations

TN TDOT Department of Transportation

Intro to Specs

- Labs – Section 106
- Aggregate – Section 903
- Asphalt Binder – Section 904
- HMA and WMA –Sections 307 & 411
- Operations (Plants and Paving) – Section 407
- Plant Scales – Section 109

TN TDOT Department of Transportation

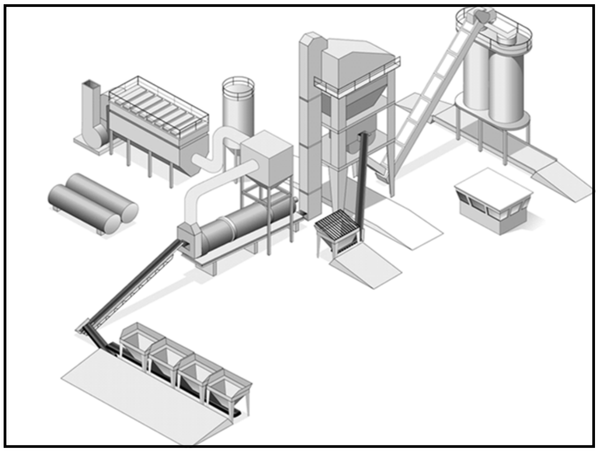
Asphalt Plant Overview

Requirements for All Plants

407.04 – Bituminous Mixing Plant

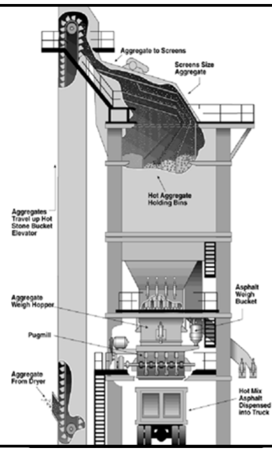
1. Liquid Asphalt Storage Tanks
2. Cold Feed Bins for aggregate
3. Dryer for aggregate
4. Screens
5. Metering system
6. Capable of determining mix temperature
7. Dust Collector
8. Safety Requirements
9. Field Lab
10. Surge and Storage System

Batch Plant Facility



The Modern Batch Plant Facility

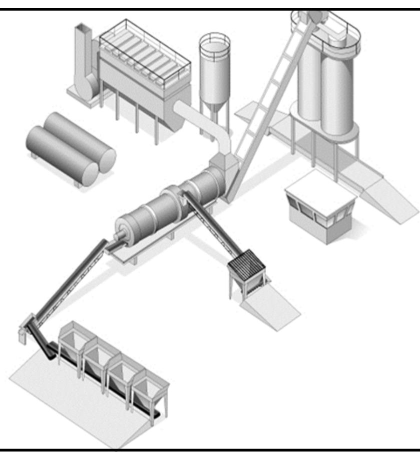
- gradation control at the hot bins
- asphalt control at the weigh bucket

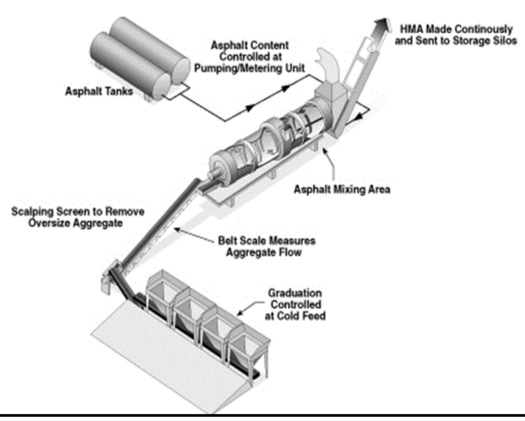


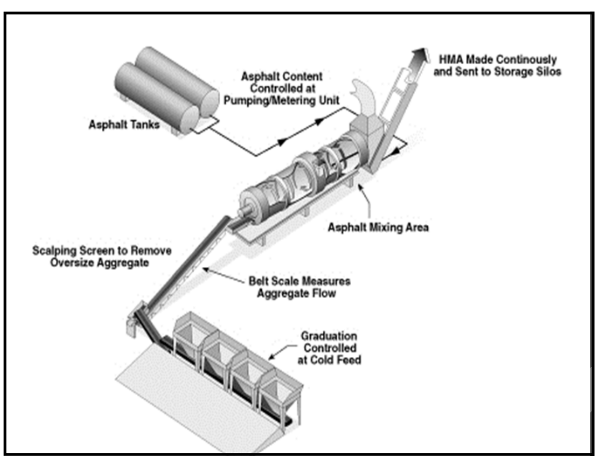
TN TDOT Department of Transportation

TN TDOT Department of Transportation

Drum-Mix (Continuous) Plant Facility





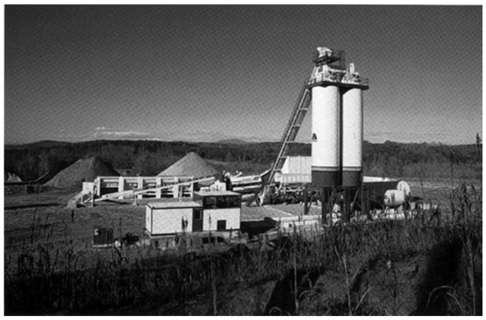

HMA Made Continously and Sent to Storage Silos
Asphalt Content Controlled at Pumping/Metering Unit
Asphalt Tanks
Asphalt Mixing Area
Scalping Screen to Remove Oversize Aggregate
Belt Scale Measures Aggregate Flow
Graduation Controlled at Cold Feed

Types of Drum-Mixers

New types of drums have been introduced since the 1980's.

Environmental excellence is the goal.

All are called "drum-mixers".



So what's the difference??

- Batch plants produce "batches" of HMA
- Continuous drum plants – are constantly producing asphalt
- Continuous Drum plants do not have Hot Bins
- A large continuous drum plant can produce 400 tph
- Since a batch plant makes smaller amounts, it is easier for it to handle smaller projects (HMA for patching, city and county work, driveways, parking lots)

Batch or Drum-Mixer?

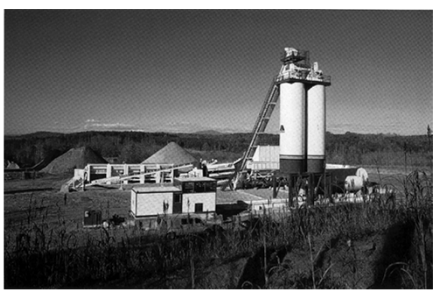
Which is Best?

Batch or Drum-Mixer?

Choice based mostly on economics.

Both make quality mix.

Drum Plants



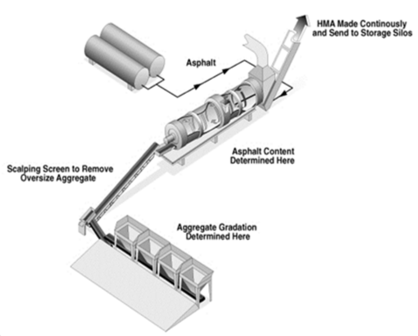
What you will learn….

- How gradation is controlled in a drum-mixer
- How asphalt is controlled in a drum-mixer
- Different styles of drum-mixers
- RAP production with a drum-mixer

Drum-Mix Production

Hot Mix production characterized by:

- Gradation Control at Cold Feed
- Measure aggregate flow with belt scale
- Meter asphalt to aggregate flow
- Produce mix continuously



Section 407.04 - Cold Feeds

- Separate feeders shall be provided for each size aggregate, and each size shall be fed onto the belt going to the dryer by mechanical feeders with separate adjustable gates. The feeders shall be capable of delivering the separate aggregates onto the belt in proper proportions.
- Adequate means shall be provided to assure a constant and uniform flow of material from each bin. Bins containing fine aggregate shall be equipped with vibrators if necessary.

Cold Feed Proportioning

TN TDOT Department of Transportation

Cold Feed Proportioning

Composite gradation is controlled at cold feed by proportioning material from individual bins.

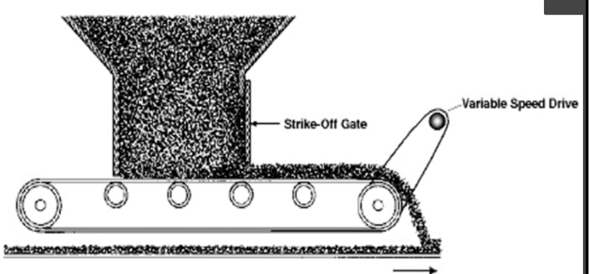
Gradation and quality of the individual materials is controlled at the quarry.

TN TDOT Department of Transportation

Cold Feed Proportioning

Variation in material flow from individual bins:

- Based on variable speed motor on belt
- Adjustable manual gates help control minimum and maximum flow



Cold Feed Proportioning "No-flow" warning

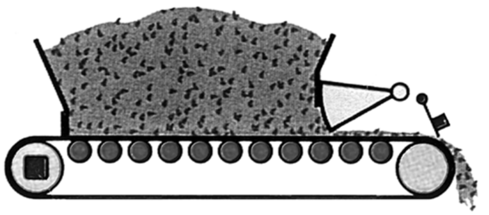
"No-flow" paddles warn of lack of feed.

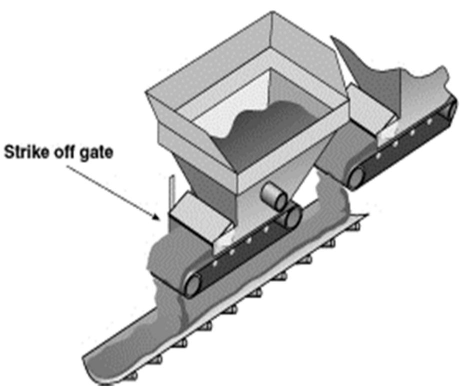
Positioned in opening of feeder.

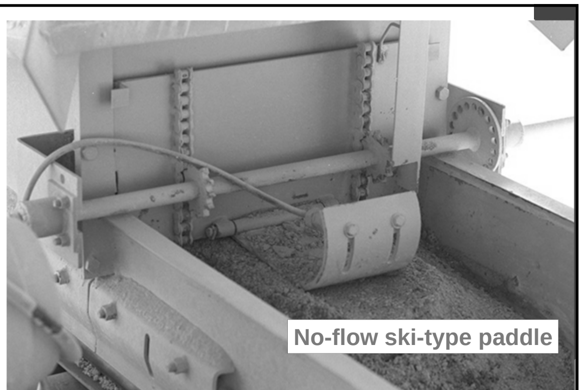
Lights or interlocks to plant shutdown in control room for operator (not a department spec).

"No flow paddles" detect lack of flow and warn operator

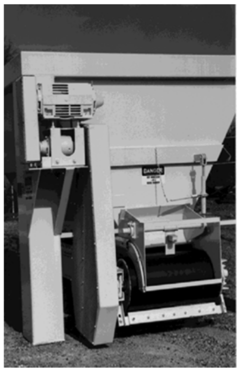
N

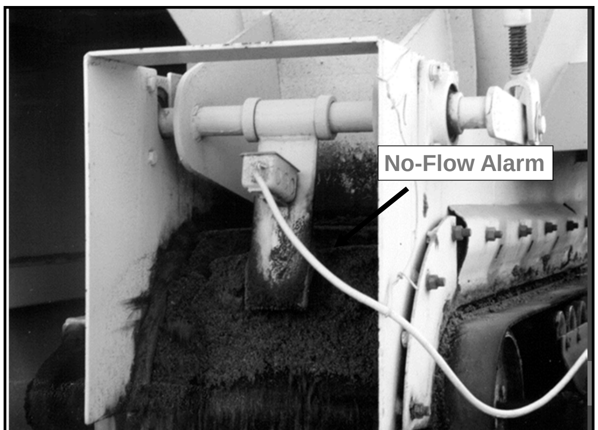






Variable speed drive, manual gate, and no-flow paddle

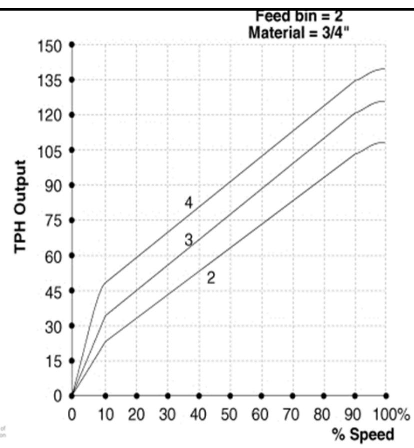




Cold Feed Proportioning

- Accomplished by calibrating the feeders
- Material output is charted against belt speed in calibration charts
- Different charts are created for different gate settings on the same feeder

TN TDOT



TN TDOT

Best Management Practices
Cold Feed Proportioning

It is best to run each feeder above 10% and below 90% speed to ensure that the feeder is operating in a stable range, and output is more predictable.

TN TDOT

Class Discussion
Cold Feed Proportioning

Field conditions are reported as follows:

- Laydown visual feedback "appears bony"
- Brand new drum-mix plant, just calibrated
- Sand being fed from one large feeder
- Sand feed percentage only 15% of mix
- Sand percentage varying in test results

(What areas might we start investigating?)

BMP - Class Discussion
Cold Feed Calibration

- Feeder calibration charts should be created with dry material weight figures not wet. WHY?

BMP - Class Discussion
Cold Feed Calibration

- Feeder calibration charts should be created with dry material weight figures not wet. WHY?
  (Because the same amount of dry material flows from a cold feed bin whether it has 5% moisture or 7%! Therefore, charts should always be recorded using dry weights.)

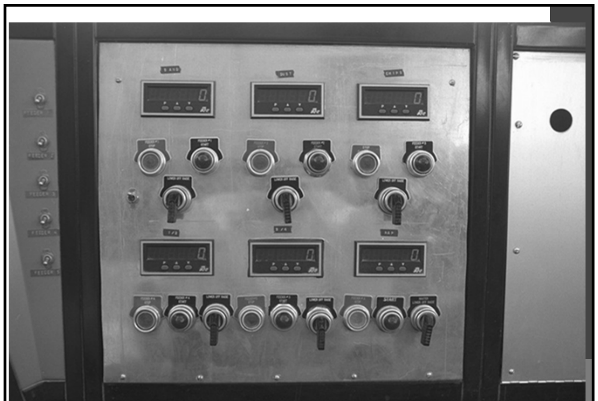
Cold Feed Gradation Control

Many styles of feeder controls found in field.

All can perform satisfactory proportioning.

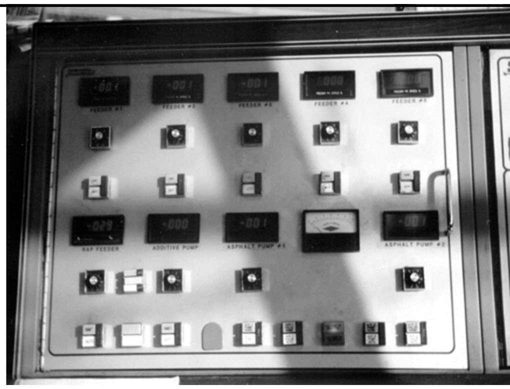
What do you think is most common now?

TN TDOT Department of Transportation

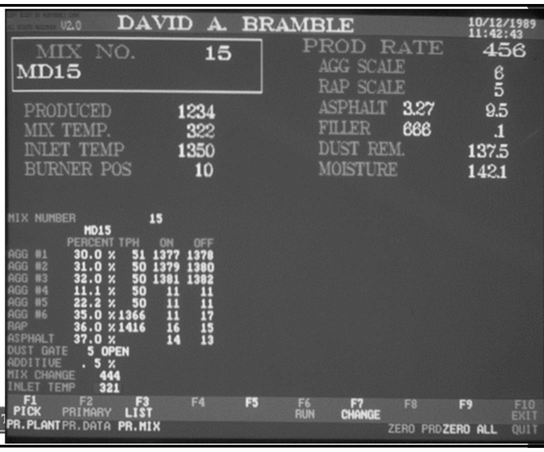


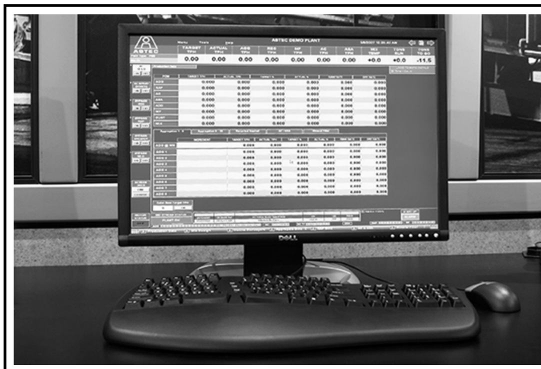
TN TDOT Department of Transportation

TN TDOT Department of Transportation



TN TDOT





TN TDOT

Asphalt Proportioning

Section 407.04
Bituminous Control Unit

Bituminous control unit.

Satisfactory means, either by weighing or metering, shall be provided to obtain the proper amount of bituminous material in the mix within the tolerance specified. Means shall be provided for checking the quantity or rate of flow of bituminous material into the mixer.

Section 407.04 (d)
Synchronization

Satisfactory means shall be provided to afford a positive interlocking control between cold aggregate feed and asphalt. The control setting for the asphalt flow will be based on the dry weight of the aggregate. There must be an acceptable method provided for proportioning asphalt flow as variations in aggregate flow take place.

Asphalt Proportioning

Asphalt flow must be proportionate to aggregate flow.

First step in asphalt proportioning is measuring aggregate flow.

Belt scale is used.

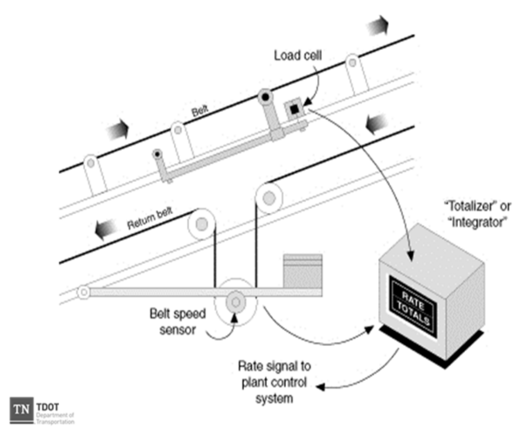
TN TDOT Department of Transportation

TN TDOT Department of Transportation

How a Belt Scale Works

- Weigh bridge measures weight of aggregate.
- Speed sensor measures speed of belt.
- “Integrator / Totalizer” calculates aggregate flow in ton (tonnes) per hour
- “Integrator / Totalizer” reports flow rate to plant control system

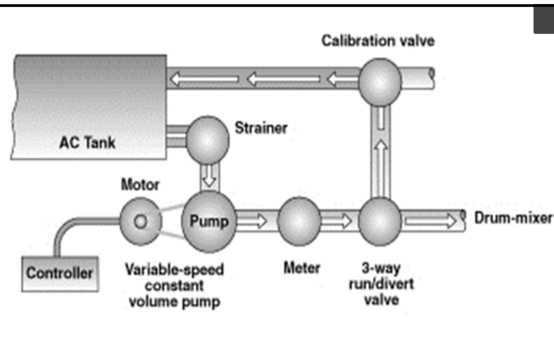
TN TDOT Department of Transportation



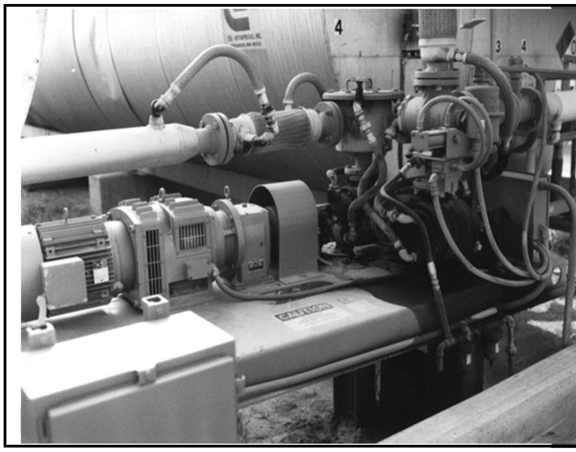
Asphalt Proportioning

Asphalt flow must be proportionate to aggregate flow.

- Second step is regulating asphalt flow.
- Asphalt pumping / metering unit is used.



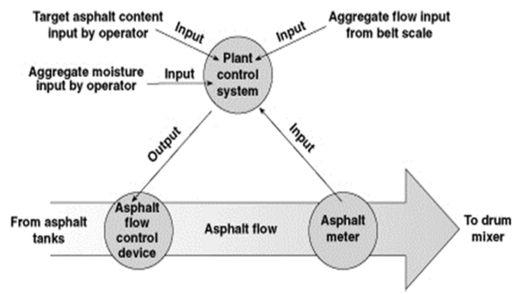
Asphalt metering system for drum-mixer plants with variable speed, constant volume pump



How Asphalt Proportioning Systems Work

- Controls system reads wet aggregate flow from belt scale.
- Controls accepts moisture content entered by operator to establish dry flow rate of aggregate
- Control system accepts target asphalt content entered by operator.
- Control system drives pumping/metering unit flow control device.
- Control system adjusts asphalt flow control system based on signal received back from meter

TN TDOT



Mixing Temperature

407.11-Preparation of Bituminous Material. The bituminous materials for hot mixes shall be heated to the required mixing temperature in accordance with the following table:

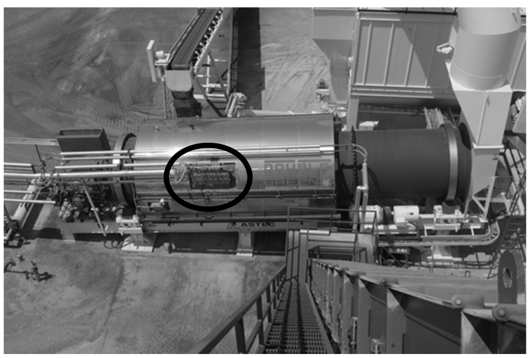
PG Binder Grade	Minimum Temp.	Maximum Temp.
PG 64-22, PG 67-22	270° F	310° F
PG 70-22	290° F	330° F
PG 76-22	290° F	330° F
PG 82-22	290° F	330° F

Why have temperature Requirements?

- Manufacturer recommends it
- Protects asphalt from over-cooking (Blue Smoke)
- Having a minimum temperature helps with compaction on the road.
- Environmental Concerns

Warm Mix Asphalt

- TDOT Spec Section 407.11.B
- Lower temperatures achieved either by chemical additive (921.06.B.3) or plant-mounted foaming device (407.04.A.12)
- Maximum 300˚F
- Approved systems and additives on Qualified Products List
- Reduced temperatures to conserve fuel use and emissions



Recycling with a Drum-Mixer

Parallel-flow drum-mixers heat RAP convectively with hot gases in dryer.

Counter-flow drum-mixers heat RAP conductively with super-heated virgin aggregate.

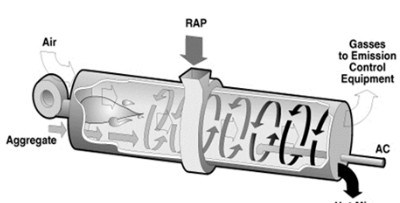
Recycling with a Drum-Mixer

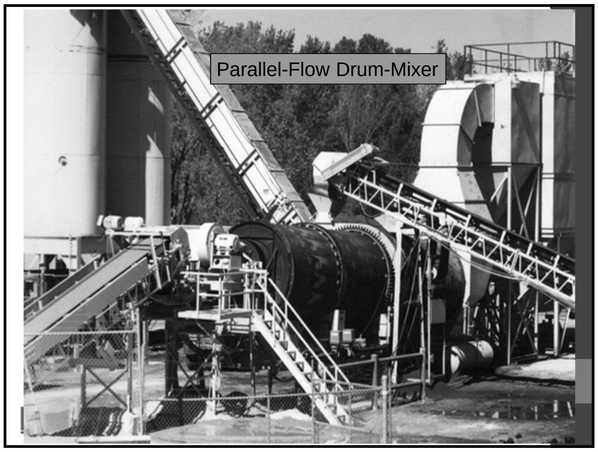
Regardless of drum-mix type, RAP is introduced similar to another aggregate in the plant process

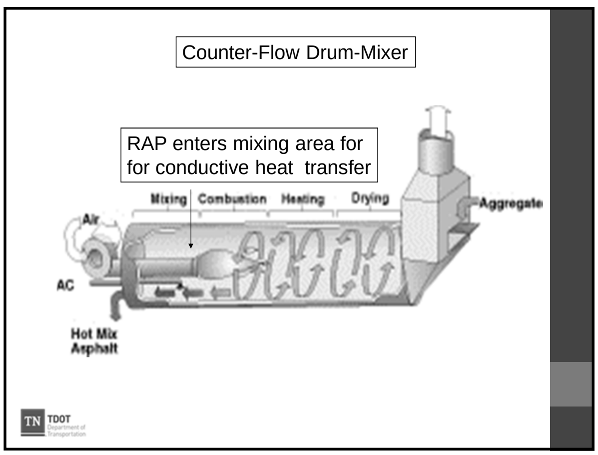
Recycling with a Drum-Mixer

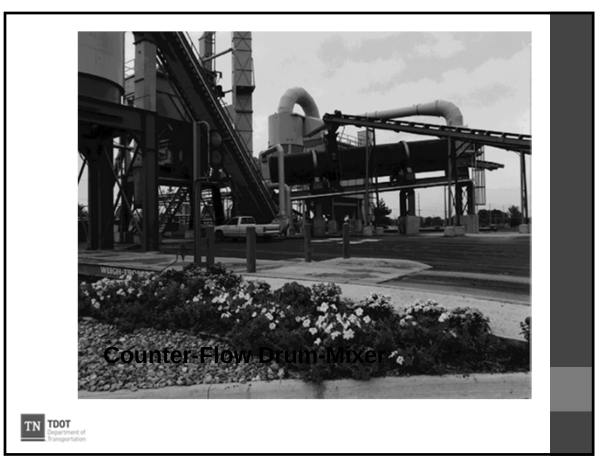
Plant automation adjusts for asphalt content and moisture in the RAP

Parallel-Flow Drum-Mixer




Parallel-Flow Drum-Mixer


Counter-Flow Drum-Mixer
RAP enters mixing area for
for conductive heat transfer
Mixing
Combustion
Heating
Drying
Air
Aggregate
AC
Hot Mix
Asphalt
TN TDOT


Counter-Flow Drum-Mixer
TN TDOT

QUESTIONS?

TN TDOT Department of Transportation

Batch Plants

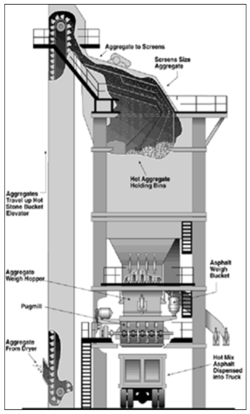
TN TDOT Department of Transportation

What you will learn….

- How gradation is controlled in a batch plant
- How asphalt is controlled in a batch plant
- Operational principles and BMPs for batch plants
- Using RAP & recycle production with a batch plant

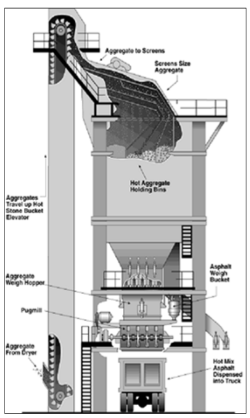
TN TDOT Department of Transportation

The Modern Batch Plant Facility



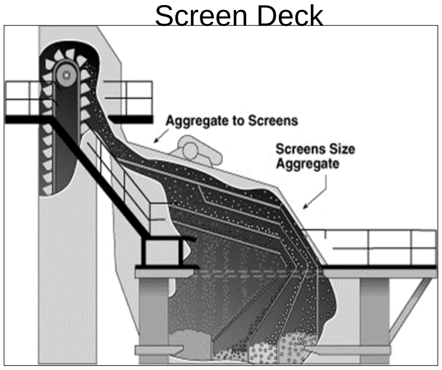
The Modern Batch Plant Facility

- gradation control at the hot bins
- asphalt control at the weigh bucket



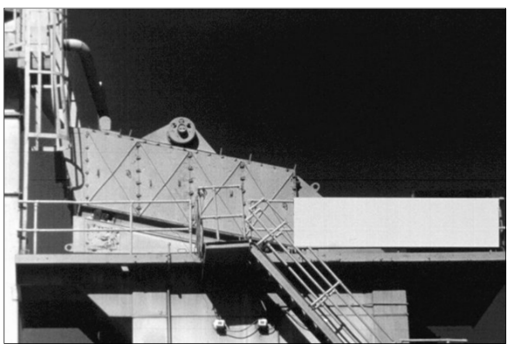
Screen Deck

Screen Deck



TN TDOT

Screen Deck



TN TDOT

Best Management Practices: Screen Deck

- Check for worn cloth or holes (hot bin gradations typically get coarser)
- Check side plates for wear (can contaminate bins by causing fine particles to flow to coarse bins)
- Check chutes for worn holes (hot bin gradations get coarser)
  - (all these items negatively affect gradations in hot bins)

TN TDOT

Section 407.04 (a)

Screens.

Plant screens, capable of screening all aggregates to the specified sizes and proportions and having normal capacities in excess of full capacity of the mixer, shall be provided.

A consistent carry-over, but not to exceed 20 per cent, will be allowed on any screen. If any bin contains more than 20 per cent of material which is undersized for that bin, the bin shall be emptied and correction of the cause for such condition shall be made.

Approved scalping screens shall be required on all dryer-drum mixing plants, but additional screens will not be required.

TN TDOT Department of Transportation

Best Management Practices: Screen Deck

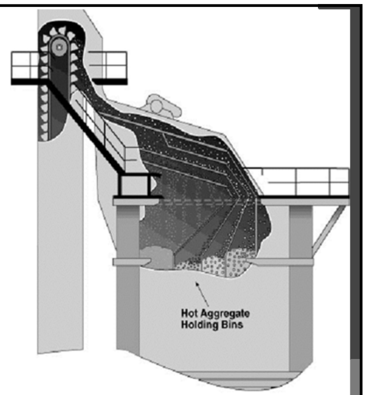
- Do not overfeed a screen beyond its capability (causes finer material to carry over into the larger hot bins)
- Make sure the aggregate is dry…wet material can "blind" a screen (also causes finer material to carry over into the larger hot bins)
- (all these items negatively affect gradations in hot bins)

TN TDOT Department of Transportation

Hot Storage Bins

TN TDOT Department of Transportation

Hot Storage Bins

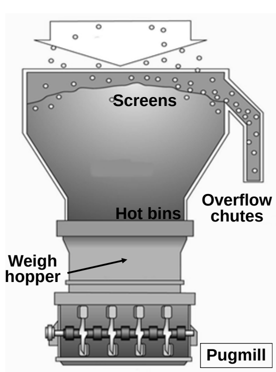


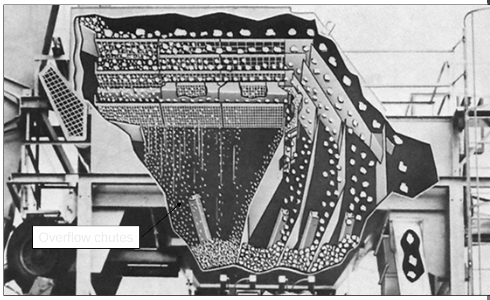
Section 407.04 (a)

Bins.

The plant shall include storage bins of sufficient capacity to supply the mixer when it is operating at full capacity. Bins shall be arranged to assure separate and adequate storage of appropriate fractions of the mineral aggregates. Each bin shall be provided with overflow pipes of such size and at such location as to prevent backing up of material into other compartments or bins. Each compartment shall be provided with an outlet gate constructed so that when closed there shall be no leakage.

Overflow Chutes





TN TDOT Department of Transportation

Overflow Chutes
(why two chutes?)

TN TDOT Department of Transportation

Best Management Practices: Hot Bins

- Watch side wall wear (contaminates other hot bins - gradations typically get finer due to slope of bin wall)
- Watch overflow chutes from filling up or plugging up (damage to screen and carryover to other bins)
- (all these items negatively affect gradation)

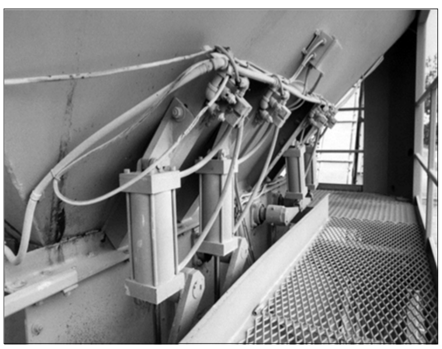
TN TDOT Department of Transportation

Best Management Practices: Hot Bins

- Malfunctioning hot bin indicators can also cause carryover to another bin by incorrectly over-filling a bin.
- Match cold feed flow to hot bin pull, especially on plant with small hot bins (can affect both production rates and consistency of mix)
- (all these items negatively affect gradation)

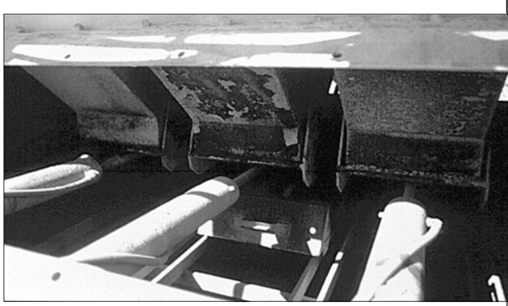
TN TDOT

Hot Bin Gates



TN TDOT

Aggregate Sampling at Hot Bin Gate



TN TDOT

Best Management Practices: Hot Bin Gates

- Gates wear (can cause overflow into weigh hopper)
- Gates hinge pins fail (causing gates not to close correctly - negatively affecting gradation)
- Gate/bin opening clearances wear (can also cause leakage)
- (all items affect material gradation)

TN TDOT Department of Transportation

Best Management Practices: Hot Bin Gates

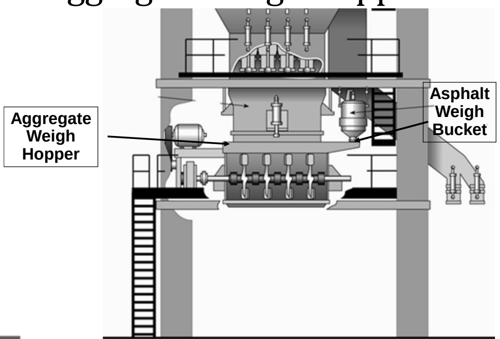
- Take samples across full flow of material from hot bin (might not represent actual hot bin gradation)
- Gate cylinders wear causing them to not close smoothly or quickly (can affect cutoff values on hot bin draws changing gradation)
- (all items affect material gradation)

TN TDOT Department of Transportation

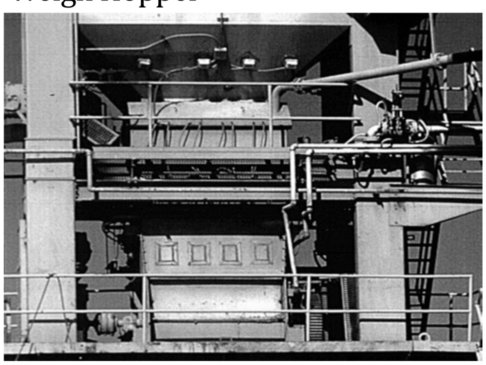
Aggregate Weigh Hopper

TN TDOT Department of Transportation

Aggregate Weigh Hopper



Weigh Hopper



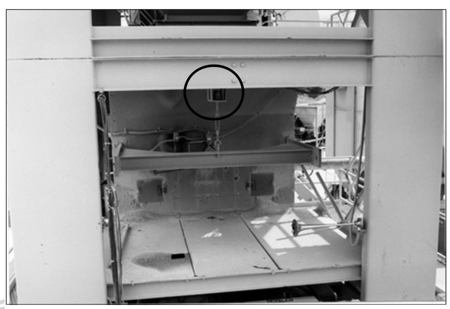
Section 407.04(b)

Weigh box or hopper.

The equipment shall include a means for accurately weighing each size of aggregate and mineral filler in a weigh box or hopper suspended on scales. The weigh box or hopper shall be of ample size to hold a full batch without hand raking or running over. The gate shall close tightly so that no material is allowed to leak into the mixer while a batch is being weighed.

Mechanical Lever Scales for Weigh Hopper

Modern Load Cell Style Weigh Hopper w/o Lever Arm Scale

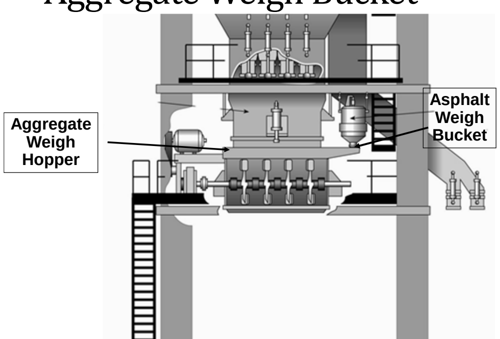


Best Management Practices: Aggregate Weigh Hopper

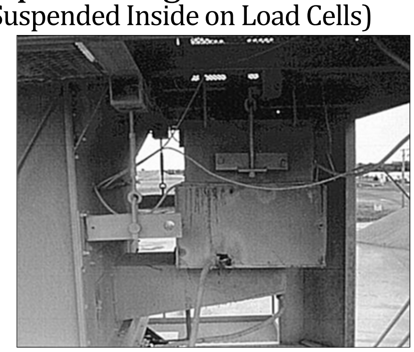
- Check "knife edges" and linkage for wear and buildup (hopper won't weigh correctly)
- Watch cylinders and solenoids for wear (causing hopper to not release material completely)
- Watch for gate not closing completely or leaking (causes material to flow from hopper)
- (items can negatively affect gradation & batch weights)

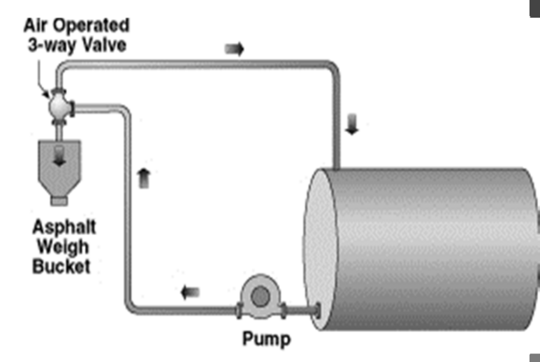
Asphalt Weigh Bucket

Aggregate Weigh Bucket



Asphalt Weigh Bucket
(Suspended Inside on Load Cells)



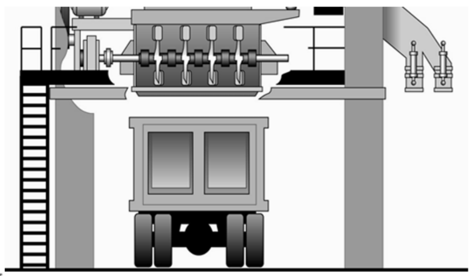


Section 407.04(b)
Plant Scales

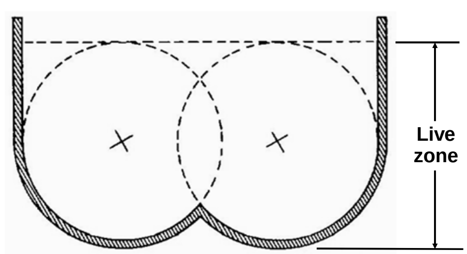
All dial scales shall be accurate within a tolerance of 0.5%.

Pugmill

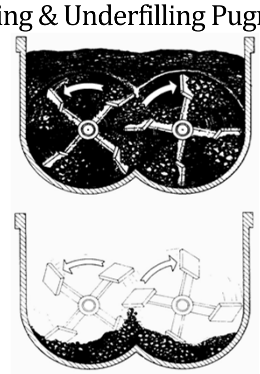
Pugmill
(dry mix cycle, wet mix cycle)



Live Zone in Pugmill



Overfilling & Underfilling Pugmills



Inside of Pugmill

Best Management Practices: Pugmill

- Routinely inspect tips, liners for clearance and missing parts (affects coating and mixing)
- Make sure discharge gates properly functioning and fit (eliminates mess and losing aggregates on charging mixer)
- Monitor batch weights to not charging above live zone (affects coating and mixing)

Using RAP in a Batch Plant

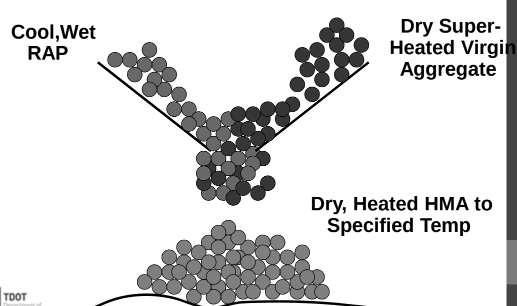
Using RAP in a Batch Plant

Two methods typical:

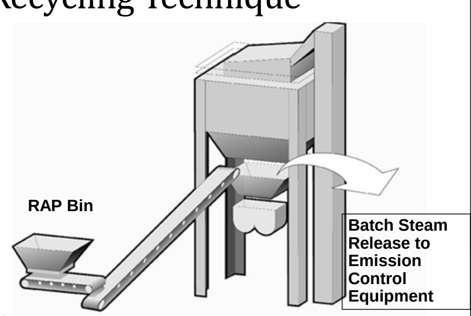
- Weigh Hopper / Weigh Batcher
- Bucket Elevator

- (both rely on conductive heat transfer)

Conductive Heat Transfer

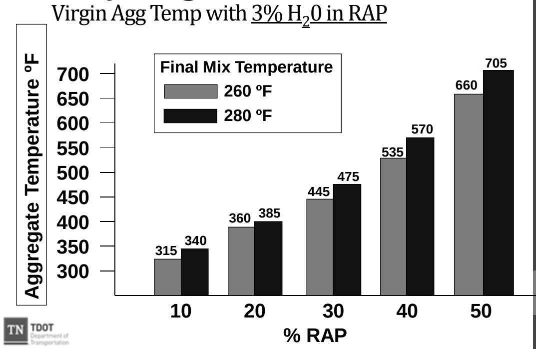


"Weigh Box" Batch Facility Recycling Technique



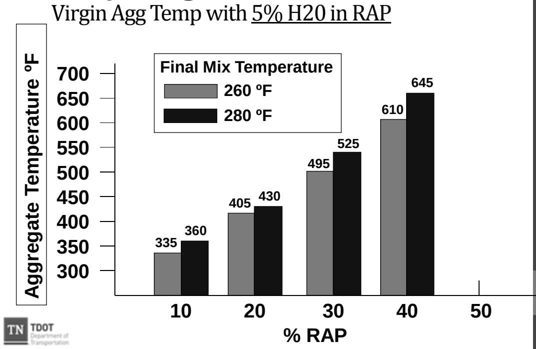
Recycling with Batch Plant Req

Virgin Agg Temp with 3% H_2O in RAP



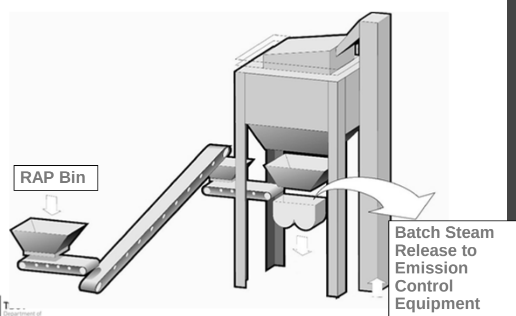
Recycling with Batch Plant Req

Virgin Agg Temp with 5% H20 in RAP



"Weigh Box" Batch Facility Recycling Technique

"Pugmill" Recycling Technique with Separate Weigh Hopper



QUESTIONS ?

STORAGE SYSTEMS AND DELIVERY

TABLE OF CONTENTS

Aggregate Storage and Metering Systems

TN TDOT

What you will learn….

- Aggregate Stockpiling Alternatives
- Managing Stockpiles for Quality
- Types of Feeders
- Managing Feeders for Quality & Accuracy
- Unique Aspects of Storing and Feeding RAP

TN TDOT

Aggregate Quality is Determined at the Quarry

Aggregate quality and gradation is assured at quarry….cannot be fixed at the asphalt plant.

TN TDOT

Aggregate Quality is Determined at the Quarry

- Hot Mix Producer must make sure they have quality aggregates with consistent gradations.
- Technicians must know the materials they work with!!!

TN TDOT Department of Transportation

Section 407.02 - Materials

"Store each size and type of aggregate in a separate pile, bin, or stall. Maintain the storage yard in an orderly condition, clearing a walkway between stockpiles that are not separated by partitions. Make the stockpiles readily accessible for sampling."

TN TDOT Department of Transportation

Section 407.03.D.3
Contractor's Quality Control Plan

Table 407.03-3, A

1. Stockpiles
   a) Determine gradation of all incoming aggregates.
   b) Inspect stockpiles for separation, contamination, segregation, etc.
   c) Conduct a fractured face count when gravel is used as coarse aggregate.
   d) Determine the percent of glassy particles in slag coarse aggregate.
   e) Determine gradation and asphalt content of reclaimed asphalt pavement when used as a component material.

TN TDOT Department of Transportation

Horizontal Stockpiling

Aggregates, to be horizontally stockpiled can be delivered by:

- Transport truck and dumped in yard
- Barge and unloaded with crane

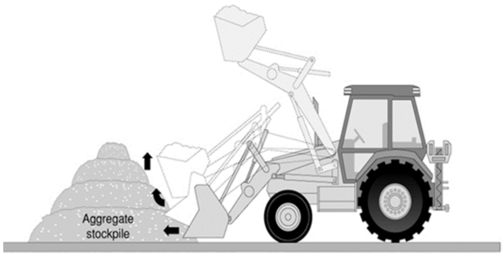
HORIZONTAL STOCKPILES

From Stockpile to Cold Feed

Cold Feed Bins

- Most common form of feeding into plants
- Typically charged with rubber-tired loader
- One bin for each material
- Used on both batch and drum plants

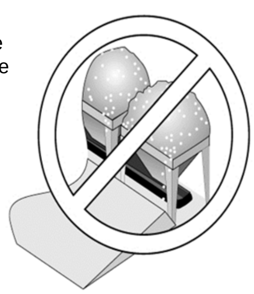
Proper removal technique…..remove material from just above grade (avoids contamination)……..rotate up and through material (reduces possibility of segregation)



TN TDOT Department of Transportation

TN TDOT Department of Transportation

Material bins should not be heaped above divider walls



TN TDOT Department of Transportation

2004 TDOT Project

TN TDOT Department of Transportation

GOOD!!!!

TN TDOT Department of Transportation

Best Management Practices
Cold Feed Bins

- Avoid contamination caused by removing material from grade
- Advisable to have dividers between cold feed bins (avoids co-mingling materials)
- Do not overfill bins with bin wall dividers (avoids co-mingling materials)

TN TDOT Department of Transportation

Plant Calibration

Step 1 - Calibrating Belt Scales

Step 1 - Calibrating Belt Scale

- Verify belt scale reads zero per manufacturers guidelines
- Set the cold feed gates at an opening that will allow a good material feed
- Start main conveyor belt
- Run the variable speed belt feeder for the coarse aggregate bin - about 50% of desired production rate
- Starting with empty belt run material in tared truck and stop material flow to end with empty belt

Step 1 - Calibrating Belt Scale Cont'd.

- Record the total weight indicated on the belt scale.
- Compare weight total on belt scale with actual weight on truck.
- Following manufacturers guidelines, adjust belt scale instrument based on weight difference.
- Repeat test, adjusting instrument, until two consecutive tests are within tolerance.

TN TDOT Department of Transportation

Example

- Start belt scale and verify reads zero
- Start feeder at approximately 50% flow
- Fill truck and stop and empty belt
- Tonnage on aggregate scale was 9.22 tons
- Calculate weight in truck at 9.51 ton

TN TDOT Department of Transportation

Calculate % Error

$$\% \text{ Error} = \frac{\text{Applied Weight} - \text{Scale Weight}}{\text{Applied Weight}} \times 100$$

TN TDOT Department of Transportation

407.04 – Plant Scales

"…..All dial scales shall be accurate within a tolerance of 0.5 percent."

- Our % Error is _____?
- What do we do?

Best Management Practices: Calibrating Belt Scales

- Larger truck tests rather than smaller truck tests decrease probability of error
- Weigh bridges should be checked for wear and binding prior to tests
- If belt scale is out of tolerance on one flow rate, but not another, and adjustments to instrument don't correct error consider re-aligning weigh bridge
- Wind can affect scale readings - consider installing wind guard over weigh bridge

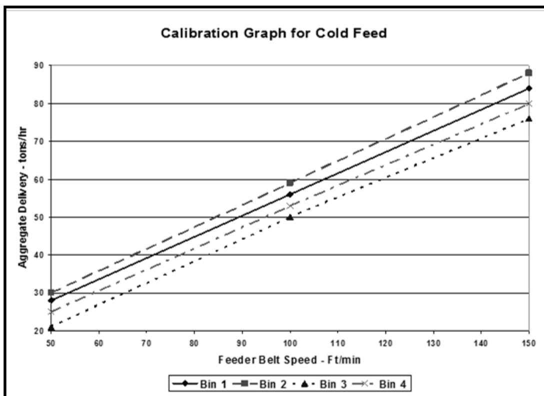
Best Management Practices: Calibrating Belt Scales

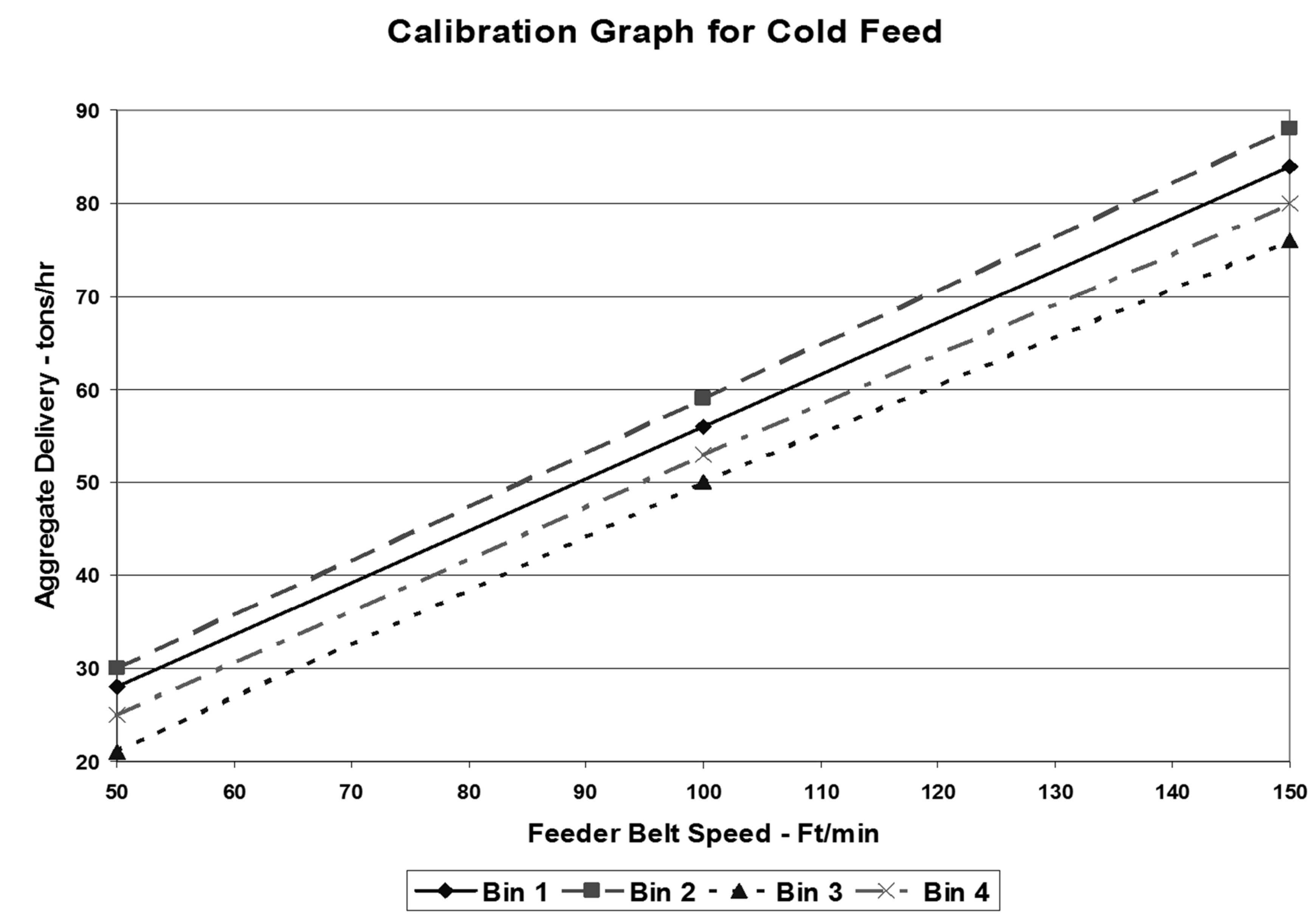
- Belts should have gravity take-up to keep belt tension constant
- Belts of different widths and thicknesses are very difficult to calibrate
- Weigh bridge must be "square" with "weigh idler" slightly higher than other belt idlers
- Watch for build up on the belt and "weigh idler" Remove or install scraper.

Step 2 - Calibrating Belt Feeders

Step 2 - Belt feeder calibration

- After belt scale has been calibrated
- Develop a chart of aggregate rate (tons/hr) vs belt speed (feet per minute) for each cold feed bin





TN TDOT Department of Transportation

Step 3 - Establish the belt speeds

- Desired plant production 200 tph
- Aggregate proportions
  - Bin 1 20%
  - Bin 2 35%
  - Bin 3 30%
  - Bin 4 15%
- Asphalt content - 6 %

TN TDOT Department of Transportation

Step 3 a = Correct aggregate percentages for total weight

- Bin # 1 - 20% x .94 =
- Bin # 2 - 35% x .94 =
- Bin # 3 - 30% x .94 =
- Bin # 4 - 15% x .94 =

TN TDOT Department of Transportation

Step 3 b - Compute demand for each aggregate in tons/hr

- Bin # 1 - 18.8% x 200 TPH =
- Bin # 2 - 32.9% x 200 TPH =
- Bin # 3 - 28.2% x 200 TPH =
- Bin # 4 - 14.1% x 200 TPH =

TN TDOT Department of Transportation

Step 3 c - Pick Belt Speeds (from Chart)

- **Bin # 1 37.6 TPH =**
- **Bin # 2 65.8 TPH =**
- **Bin # 3 56.4 TPH =**
- **Bin # 4 28.2 TPH =**

TN TDOT Department of Transportation

RAP Cold Feed Bins

TN TDOT Department of Transportation

RAP Cold Feed Bins

Special Requirements and Designs

- More horsepower (larger output required)
- Special designs to promote flow of material
- RAP more prone to bridge
- "Lump breaker" often found at discharge

- Why have a separate bin for RAP?

TN TDOT Department of Transportation

Section 307
RAP in Hot Mix Asphalt
(Base and Binder Mixes)

Mix Type	% RAP (Non-processed)[1]	Maximum % RAP (Processed)(2)	Maximum % RAP Processed & Fractionated [3]	Maximum Particle Size (inches)
307-ACRL	0	0	-	-
307-AS	0	0	-	-
307-A	15	20	35	1-1/2
307-B	15	30	35	1-1/2
307-BM	15	30	35	3/4
307-BM2	15	30	35	3/4
307-C	15	30	35	3/8
307-CW	15	30	35	1/2
307-CS	0	15	25	5/16

TN TDOT Department of Transportation

(Table 307.03-3)

Section 307
RAP in Hot Mix Asphalt
(Base and Binder Mixes)

- 1) "Non-processed" refers to RAP that has not been crushed and screened or otherwise sized prior to its use.
- 2) "Processed" refers to RAP that has been crushed and screened or otherwise sized such that the maximum recycled material particle size is less than that listed in Table 307.03-3 prior to entering the dryer drum.
- (3) "Fractionated" refers to RAP that has been processed over more than one screen, producing sources of various maximum particle sizes (e.g., 3/4 to 1/2 inch, 1/2 inch to #4, etc.). The Contractor may use the larger percentages of fractionated RAP specified only if individual fractions of two different maximum particle size are introduced
- All mixes shall contain at least 65% virgin asphalt.

TN TDOT Department of Transportation

Section 411
RAP in Hot Mix Asphalt
(Base and Binder Mixes)

Mix Type	% RAP (Non-processed)[1]	Maximum % RAP (Processed)[2]	Maximum % RAP, Processed and Fractionated [3]	Maximum Particle Size (inch)
411D (PG64-22, PG67-22)	0	15	20	1/2
411D (PG70-22, PG76-22, PG82-22)	0	10	15	1/2
411E (Roadway)	0	15	20	1/2
411E (Shoulder)	15	30	35	1/2
411TL (PG64-22, PG67-22)	0	15	15	5/16
411TL (PG70-22, PG76-22, PG82-22)	0	10	10	5/16
411TLD (PG64-22, PG67-22)	0	15	15	5/16
411TLD (PG70-22, PG76-22, PG82-22)	0	10	10	5/16

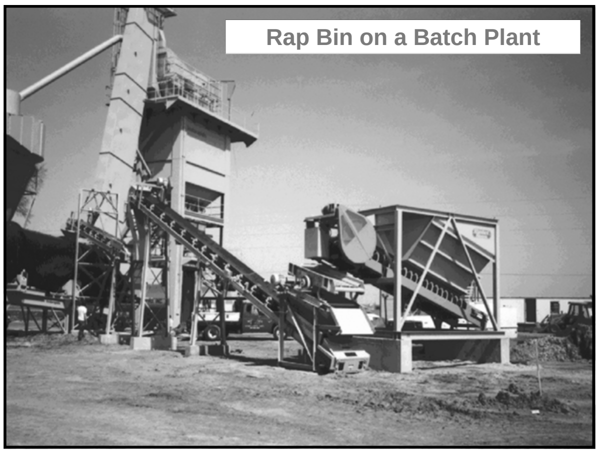
TN TDOT Department of Transportation

(Table 411.03-6)

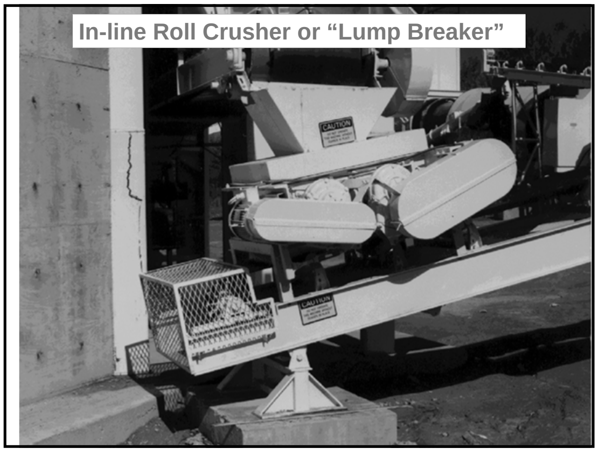
Section 411
RAP in Hot Mix Asphalt
(Base and Binder Mixes)

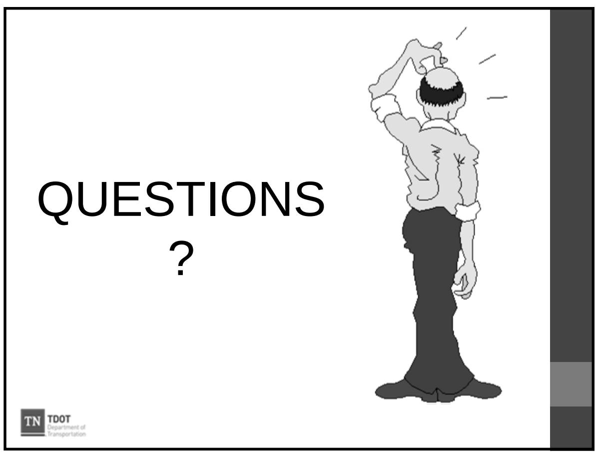
- 1) “Non-processed” refers to RAP that has not been crushed and screened or otherwise sized prior to its use.
- 2) “Processed” refers to RAP that has been crushed and screened or otherwise sized such that the maximum recycled material particle size is less than that listed in Table 307.03-3 prior to entering the dryer drum.
- (3) “Fractionated” refers to RAP that has been processed over more than one screen, producing sources of various maximum particle sizes (e.g., 3/4 to 1/2 inch, 1/2 inch to #4, etc.). The Contractor may use the larger percentages of fractionated RAP specified only if individual fractions of two different maximum particle size are introduced
- All mixes shall contain at least 80% virgin asphalt, except for 411E (65%).

Rap Bin on a Batch Plant



RAP Bin with Grizzly


In-line Roll Crusher or “Lump Breaker”


QUESTIONS
?
TN TDOT

Handout 1

Scale / Cold Feed Calculations

PART A:

Instructions: Calculate the percentage of error for each cold feed belt scale and determine if the results meet TDOT specifications.

Cold feed #1

Amount placed in truck: 14.66 (applied weight)

Amount Indicated by Readout: 14.62 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #2

Amount placed in truck: 13.21 (applied weight)

Amount Indicated by Readout: 13.01 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #3

Amount placed in truck: 15.14 (applied weight)

Amount Indicated by Readout: 15.08 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #4

Amount placed in truck: 16.21 (applied weight)

Amount Indicated by Readout: 14.49 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #5

Amount placed in truck: 13.28 (applied weight)

Amount Indicated by Readout: 14.62 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #6

Amount placed in truck: 12.79 (applied weight)

Amount Indicated by Readout: 12.75 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #7

Amount placed in truck: 15.84 (applied weight)

Amount Indicated by Readout: 15.9 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Cold feed #8

Amount placed in truck: 11.06 (applied weight)

Amount Indicated by Readout: 11 (scale weight)

Percent Error: ____________

In Tolerance? ____________

Handout 1

Scale / Cold Feed Calculations

PART B:

Instructions:

Using the aggregate rate vs. belt speed chart provided, determine the appropriate belt speed for each of the desired production levels.

Production Rate # 1 250 tph AC Content: 4.20%

Agg. Proportions (%)		Total Agg %	Agg. TPH	Belt Speed
Bin 1	20%			ft/min
Bin 2	37%			ft/min
Bin 3	22%			ft/min
Bin 4	21%			ft/min

Production Rate # 2 200 tph AC Content: 5.80%

Agg. Proportions		Total Agg %	Agg. TPH	Belt Speed
Bin 1	20%			65 ft/min
Bin 2	25%			77 ft/min
Bin 3	40%			150 ft/min
Bin 4	15%			56 ft/min

Production Rate # 3 280 tph AC Content: 6.20%

Agg. Proportions		Total Agg %	Agg. TPH	Belt Speed
Bin 1	25%			ft/min
Bin 2	30%			ft/min
Bin 3	20%			ft/min
Bin 4	25%			ft/min

Production Rate # 4 180 tph AC Content: 3.60%

Agg. Proportions		Total Agg %	Agg. TPH	Belt Speed	
Bin 1	18%	________	________	________	ft/min
Bin 2	37%	________	________	________	ft/min
Bin 3	27%	________	________	________	ft/min
Bin 4	18%	________	________	________	ft/min

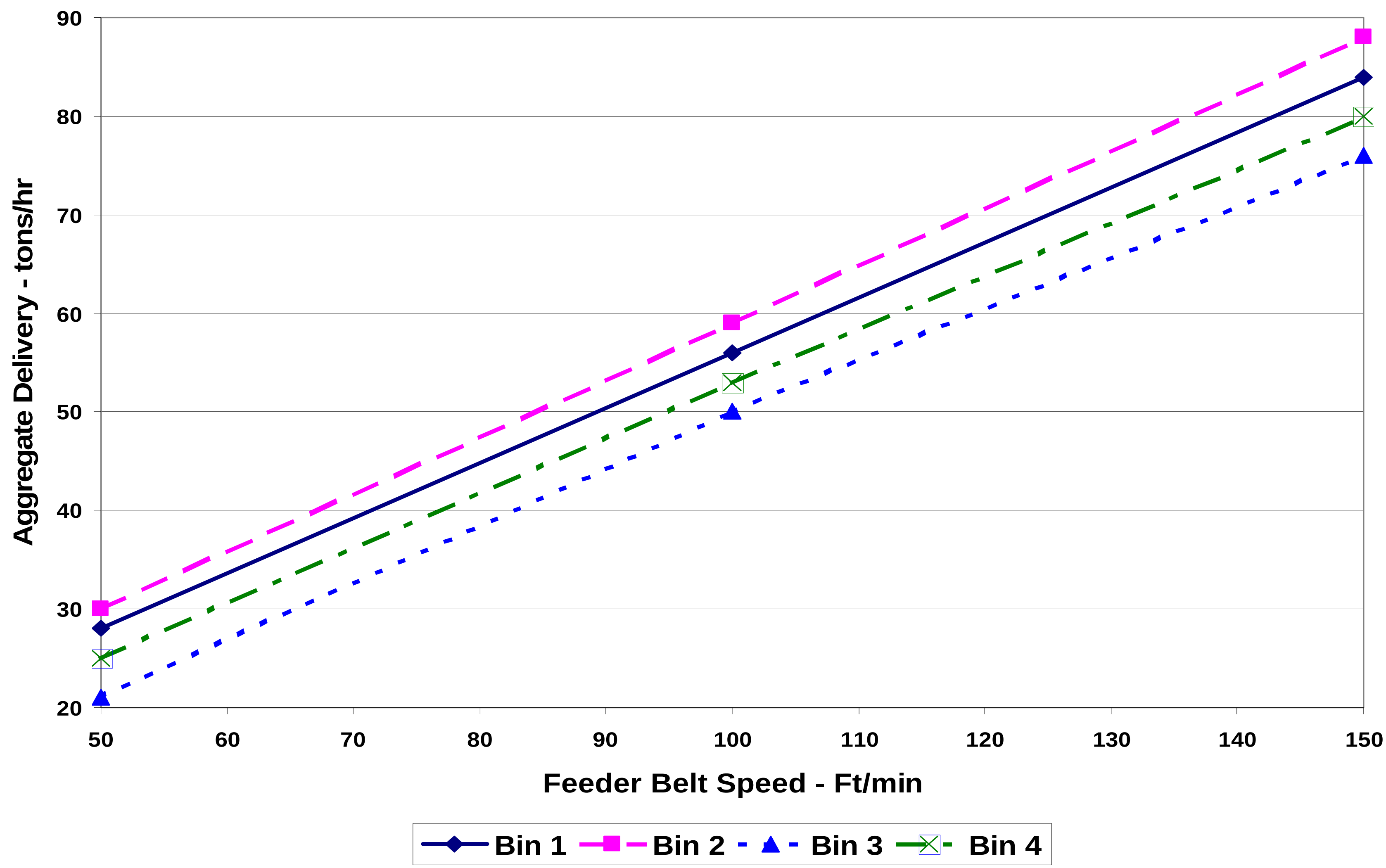
Production Rate # 5 325 tph AC Content: 5.60%

Agg. Proportions		Total Agg %	Agg. TPH	Belt Speed	
Bin 1	26%	________	________	________	ft/min
Bin 2	27%	________	________	________	ft/min
Bin 3	25%	________	________	________	ft/min
Bin 4	22%	________	________	________	ft/min

Production Rate # 6 175 tph AC Content: 6.20%

Agg. Proportions		Total Agg %	Agg. TPH	Belt Speed	
Bin 1	25%	________	________	________	ft/min
Bin 2	25%	________	________	________	ft/min
Bin 3	25%	________	________	________	ft/min
Bin 4	25%	________	________	________	ft/min

Calibration Graph for Cold Feed



Asphalt Storage & Metering Systems

What you will learn….

- Asphalt storage tank systems
- TDOT requirements all AC systems
- Hot oil heat systems
- BMPs for maintaining asphalt cement integrity

Section 407.04.A – Requirements for All Plants

407.04.A.6 Bituminous control unit.

"Provide means for weighing or metering the bituminous material to ensure the proper amount of material is added to the mix within the tolerance specified. Provide means for checking the quantity or rate of flow of bituminous material into the mixer."

Synchronization – Continuous Plants

407.04.C, Continuous Mixing Plants, Part 3.

"Provide positive interlocking control between the flow of aggregate from the bins and the flow of bituminous material from the meter or other proportioning device. This control may be achieved using mechanical means or any other positive method satisfactory to the Engineer."

TN TDOT Department of Transportation

Synchronization - Dryer Drums

407.04.D, Dryer Drum Plants, Part 2.

"Provide satisfactory means to allow a positive interlocking control between cold aggregate feed and asphalt. Base the control setting for the asphalt flow on the dry weight of the aggregate. Provide an acceptable method for proportioning asphalt flow as variations in aggregate flow take place. Provide a metering system to measure the flow of asphalt into the drum, and locate an approved method of checking and calibrating the metering system in the control house. Provide an automatic interlock system that will shut off the asphalt flow and the burner when the aggregate flow ceases."

TN TDOT Department of Transportation

Synchronization - Batch Plants

407.04.B, Batch Plants, Part 3.

- Provide a bituminous material bucket of a non-tilting type.
- The length of the discharge opening or spray bar shall be not less than 3/4 the length of the mixer, and it shall discharge directly into the mixer.
- Shall be adequately heated.
- Shall be at least 15% in excess of the weight of bituminous material required in any batch.
- Shall have a scale with divisions measuring in gallons equivalent to a weight sensitivity of 0.04% of the total batch weight.
- The meter shall be accurate within a tolerance of 0.5%.

TN TDOT Department of Transportation

Best Management Practices
Maintaining AC Temperature

- Critical to proper coating of the aggregate
- Critical for proper placement and compaction
- Critical for a quality paving product
- TDOT controls AC temps through tolerances on Mixing temperatures

TN TDOT Department of Transportation

Temperature Requirements

- 407.11.A, Hot Mix Asphalt- Heat the bituminous materials for hot mixes to the required mixing temperature specified in Table 407.11-1.

PG Binder Grade	Minimum Temp.	Maximum Temp.
PG 64-22, PG67-22	270° F	310° F
PG 70-22	290° F	330° F
PG 76-22	290° F	330° F
PG 82-22	290° F	330° F

TN TDOT Department of Transportation

Temperature Requirements

407.11.B, Warm Mix Asphalt (WMA)-

"The Contractor may subject the produced mixture to reduced production and placement temperatures by adding a chemical warm mix additive meeting **921.06.B.3** or by making plant modifications as specified in **407.04.A.12."**

TN TDOT Department of Transportation

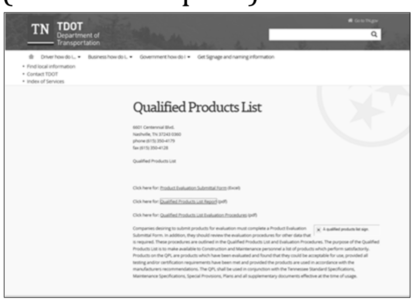
Temperature Requirements

407.11.B, Warm Mix Asphalt-

"When using either WMA technology, the maximum mixing temperature for any grade of asphalt cement shall be no more than 300 °F."

TN TDOT

Temperature Requirements (Warm Mix asphalt)



TN TDOT

http://www.tn.gov/tdot/topic/qualified-products

Why have temperature Requirements?

- Manufacturer recommends it
- Protects asphalt from over-cooking (Blue Smoke)
- Having a minimum temperature helps with compaction on the road.

TN TDOT

Requirement
AC Storage Tanks

- Samples for AC testing must be taken from the transport tanker or tank.
- Testing valves typically installed on tanks somewhere

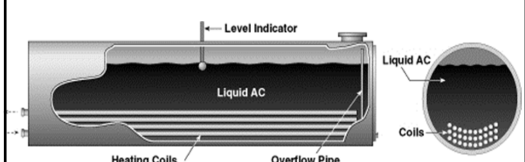
TN TDOT

Asphalt Storage Tanks

Tanks can be horizontal or vertical.

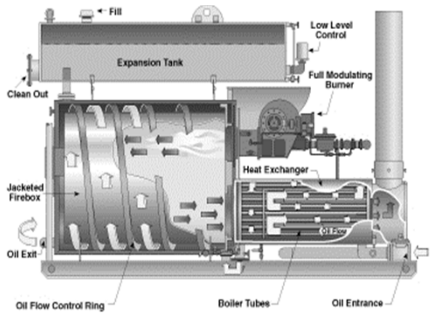
Tanks typically have hot oil heating coils, but some heated electrically or with burner.

TN TDOT



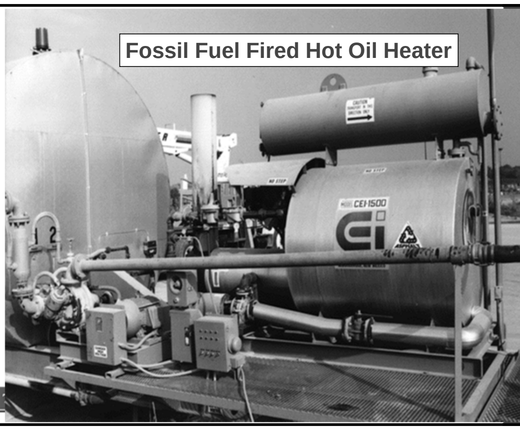
TN TDOT

Fossil Fuel Fired Hot Oil Heater



TN TDOT

Fossil Fuel Fired Hot Oil Heater

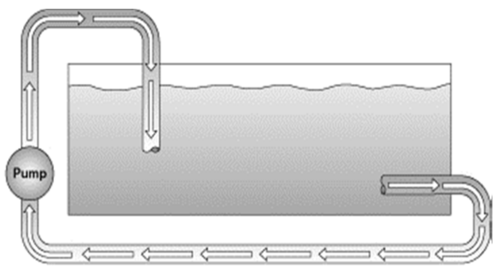


Storing & Using Modified Asphalts

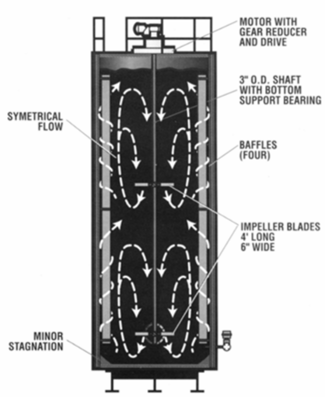
- Need to be kept in circulation
- Several equipment options exist

TN TDOT

Natural Convective Currents
In an Asphalt Storage Tank



Recirculating with a pump is suggested
for some modified asphalts



Best Management Practices: Multiple Tank Installations

- Don’t mix asphalt types (affects asphalt binder properties)
- Care should be exercised when switching valves to direct asphalt storage (can contaminate asphalt)
- Tanks should be “pulled down” or emptied before a new type binder is stored

Safety Issues
Asphalt Storage Tanks

- Condensation in empty tanks very dangerous. Moisture turns to steam when charging tank with hot asphalt.
- Never look inside a tank being charged with asphalt.
- CAUTION when loading, unloading, sampling. Asphalt is HOT. Special first aid cards available.

Asphalt Distribution in Drum-Mix Plants

Asphalt Distribution

Understanding asphalt distribution.....

- Calculating Flow Requirements
- Calibrating Asphalt Meter

Asphalt Distribution
Calculating AC Flow

Need to know the number of gallons/minute of asphalt cement that is to be delivered

$$R = \frac{P}{100} \times T \times \frac{2000}{W} \times \frac{1}{60}$$

Where:
- R = asphalt to be delivered, gpm
- P = optimum asphalt content
- T = production rate, TPH
- W = unit weight of asphalt (typically about 8.4 lb/gal)

TN TDOT Department of Transportation

Example - AC Flow Required

This example, AC target is 6.0% of 200 tph

$$R = \frac{P}{100} \times T \times \frac{2000}{W} \times \frac{1}{60}$$

Where R = asphalt to be delivered, gpm
- P = 6
- T = 200
- W = 8.4

TN TDOT Department of Transportation

Example - AC Flow Required

This example, AC target is 6.0% of 200 tph

$$R = \frac{6}{100} \times 200 \times \frac{2000}{8.4} \times \frac{1}{60}$$

Where R = asphalt to be delivered, gpm
- P = 6
- T = 200
- W = 8.4

TN TDOT Department of Transportation

Example - AC Flow Required

This example, AC target is 6.0% of 200 tph

R = x x x

R =

Jul-15

31

TN TDOT

In-Class Practice Problem Calculating AC Flow

300 tph target production with 5.7% optimum asphalt content.

$$R = \frac{P}{100} \times T \times \frac{2000}{W} \times \frac{1}{60}$$

Where	R =	asphalt to be delivered, gpm
	P =	optimum asphalt content, %
	T =	production rate, TPH
	W =	unit weight of asphalt (typically about 8.4 lb/gal)

TN TDOT

In-Class Practice Problem Calculating AC Flow

R = x x x

R =

Jul-15

33

TN TDOT

Batch Plants

- What if we had been calculating the necessary AC for a batch plant?
- What would we have done differently?

TN TDOT Department of Transportation

Asphalt Distribution
Calculating AC Batch Weight

Need to know the number of gallons/minute of asphalt cement that is to be delivered

$$R = \frac{P}{100} \times T \times \frac{2000}{W} \times \cancel{\frac{1}{60}}$$

Where:

R =	asphalt to be delivered, gallons
P =	optimum asphalt content
T =	Batch Weight, Tons
W =	unit weight of asphalt (typically about 8.4 lb/gal)

The calculation for batch plants is similar, except we are calculating gallons instead of gallons per minute and use batch weight in tons instead of tons per hour.

TN TDOT Department of Transportation

Asphalt Distribution
Automatic Control

- Asphalt flow is controlled by the plant automation
- Automation adjusts asphalt flow at the asphalt pumping/metering unit
- Manual calculations not required

TN TDOT Department of Transportation

Asphalt Distribution
Calibrating AC Meter

1. Tare empty truck or vessel and pump asphalt all the way to end of fill line, suspending line to ensure no asphalt leaks from line (CAUTION - AC HOT!)
2. Record totalizer on AC meter, or set totalizer to zero
3. Pump asphalt into truck or vessel at rate representing normal production flow
4. When stopping AC flow, make sure line is not allowed to drain into vessel.

TN TDOT Department of Transportation

Asphalt Distribution
Calibrating AC Meter

5. Record gallons or tons on AC meter
6. Weigh truck and calculate net weight in truck
7. Convert gallons to weight if meter reads in gallons
8. Compare registered meter weight with actual weight on truck.
9. Following manufacturers guidelines, adjust meter based on weight difference.
10. Repeat test, adjusting instrument, until two consecutive tests are within tolerance.
11. Repeat test at high flow rate, then low flow rate.
12. Adjust meter until all flow rates are within tolerance.

TN TDOT Department of Transportation

Example-Calibrate AC Meter

- Record AC weight/gallon at 8.54 lbs/gallon
- Start pump at approximately 50% flow
- Fill truck and stop
- Calculate weight of AC pumped at 10,402#

TN TDOT Department of Transportation

Example - AC Meter (cont.)

- Calculate weight in truck at 10,800 #
- Re-test, re-adjust, until two tests pass
- Re-test at low and high flow rates

TN TDOT

Best Management Practices Calibrating AC Meters

- Larger tests rather than smaller truck tests decrease probability of error (1000 gallon minimum typically used in industry)
- Thermocouples or RTD's used to measure temp of AC at meter for temperature calibration should be checked against known calibrated thermometers to make sure proper AC temp is being taken
- Charged AC lines must not be allowed to drain at start or stop or AC quantities in tests will be off

TN TDOT

Best Management Practices Calibrating AC Meters

- Verify proper specific gravity or AC weight/gallon is entered in meter.
- Truck scales are calibrated +/- 20 pounds. Small AC test sample sizes should be avoided! 40 pound tolerance on a truck scale is 4.7 gallons of AC!

TN TDOT

Best Management Practices Troubleshooting AC Content

- If AC extractions are consistently high or consistently low, suspect meter recalibration or belt scale recalibration, or AC thermocouple recalibration
- If AC extractions vary, but meter checks on calibration test, suspect flow control device problem at AC pumping skid
- Plant automation is typically not the problem on AC content variations (typically belt scale, meter, or flow control device)

TN TDOT Department of Transportation

Best Management Practices Troubleshooting AC Content

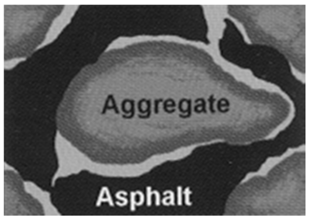
- Air leaks in AC lines can cause meters measuring gallons to count air as asphalt - extracted AC content will be low
- Thermocouples or RTD's measuring AC temp for temp compensation will cause AC content errors if not registering proper temp (replace unit)

TN TDOT Department of Transportation

Anti-Stripping Additive

TN TDOT Department of Transportation

Stripping



TN TDOT

Section 921.06.B

"When using an anti-stripping additive other than hydrated lime, the percentage of anti-stripping additive used shall range between 0.3% to 0.5% by weight of the asphalt cement.

The Department's QPL identifies qualified antistripping products. Do not use any product unless it appears on this list."

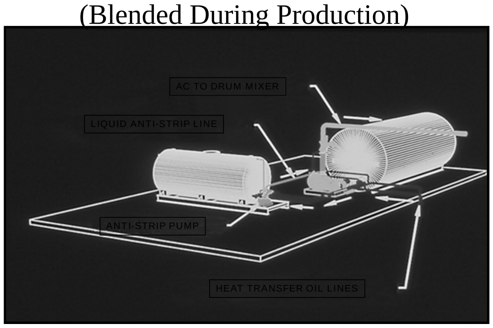
TN TDOT

ASA can be introduced at:

1. The Asphalt Terminal – Contractor buys AC with ASA already added
2. The Asphalt Plant – Blended in-line during production
3. The Asphalt Plant – Blended into tanks during unloading of AC transport units

TN TDOT

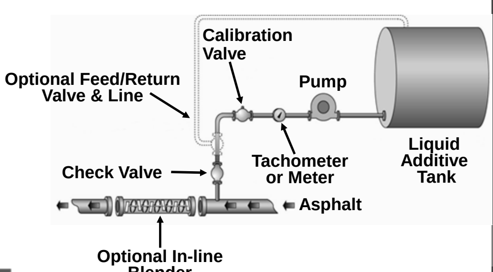
ASA Injection System (Blended During Production)



TN TDOT

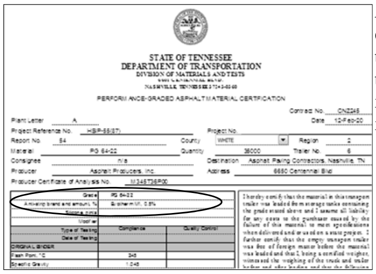
TN TDOT

Typical Asphalt Additive Tank System



TN TDOT

Added at Asphalt Terminal


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
NASHVILLE, TENNESSEE

PERFORMANCE-GRADED ASPHALT MATERIAL CERTIFICATION

Contract No. CNZ245
Date 12-Feb-20

Plant Letter A
Project Reference No. HSIP-55(37) — Project No.
Report No. 54 — County WHITE — Region 2
Material PG 64-22 — Quantity 36000 — Trailer No. 6
Consignee n/a — Destination Asphalt Paving Contractors, Nashville, TN
Producer Asphalt Producers, Inc. — Address 6650 Centennial Blvd
Producer Certificate of Analysis No. M345T36P00

Grade	PG 64-22	
Anti-strip brand and amount, %	Evotherm M1, 0.5%	
Silicone, ppm		
Modifier		
Type of Testing	Compliance	Quality Control
Date of Testing		
ORIGINAL BINDER		
Flash Point, °C	345	
Specific Gravity	1.045	

I hereby certify that the material in this transport trailer was loaded from storage tanks containing the grade stated above and I assume all liability for any costs to the purchaser caused by the failure of this material to meet specifications when delivered and/or used on a state project. I further certify that the empty transport trailer was free of foreign matter before the material was loaded and that I, being a certified weigher, witnessed the weighing of the truck and trailer

Asphalt certifications that come with truckloads will indicate if ASA is included.

TN TDOT Department of Transportation

Added at Plant When Unloading

- Some plants may be equipped with systems that pump ASA into storage tanks while tanker units are being unloaded.

TN TDOT Department of Transportation

Example: Calculating amount of ASA used for Daily Report

- 2,000 tons of 411-D produced today
- 6.3% Asphalt Content
- 0.5% Anti-Strip Additive
- Anti-Strip Additive weighs 8.4 lbs/gallon

TN TDOT Department of Transportation

Example:

- $ASA_{TOT} = \dfrac{\underline{HMA * \%AC * \% ASA *(2,000)}}{ASA_{WT}}$
- ASA_{TOT} = Gallons of ASA
- HMA = Total tons of Hot Mix produced in that day
- %ASA = % of Anti-Strip being used (from JMF)
- ASA_{WT} = Density of ASA (8.4 lbs/gallon)

TN TDOT Department of Transportation

Example:

- $ASA_{TOT} = \dfrac{\underline{HMA * \%AC * \% ASA * (2,000)}}{ASA_{WT}}$
- ASA_{TOT} =

Jul-15

56

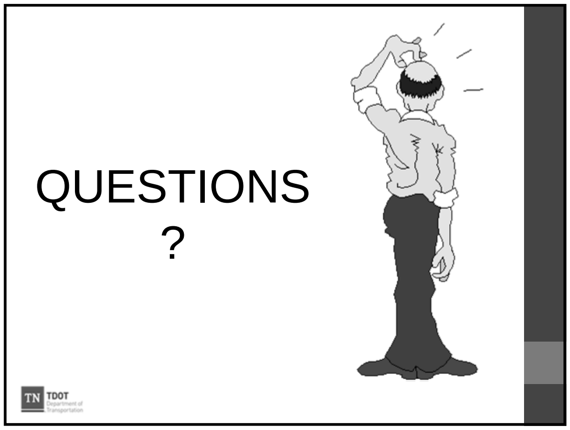
TN TDOT Department of Transportation

- $ASA_{TOT} = \dfrac{\underline{2,000 * (.063) * (0.005) * (2,000)}}{8.4}$
- ASA_{TOT} =

Jul-15

57

TN TDOT Department of Transportation


QUESTIONS
?

Handout 2

Asphalt Meter & Anti-Stripping Additive Calculations

PART A:

Instructions: Caluculate the Flow rate for each problem. Assume the weight of asphalt to be 8.4 lbs/gallon

#1

Plant is producing 450 Tons/Hour at 6.2% Asphalt Content FLOW = _________ gpm

#2

Plant is producing 200 Tons/Hour at 4.2% Asphalt Content FLOW = _________ gpm

#3

Plant is producing 200 Tons/Hour at 4.2% Asphalt Content FLOW = _________ gpm
*This Mix has 20% RAP and only 70% Virgin Asphalt

Handout 2

Asphalt Meter & Anti-Stripping Additive Calculations

PART B:

Instructions: Caluculate the Total amount of Anti-Strip Additive used in gallons for each day.
Assume the weight of ASA to be 8.4 lbs/gallon.

Day One

2,500 Tons of 307 BM2 produced. ASA = ________ Gallons
4.1% Asphalt Content
0.3% Anti-Strip Used

Day Two

700 Tons of 411 D Produced ASA = ________ Gallons
6.1% Asphalt Content
0.5% Anti-Strip Used

Day Three

2,000 Tons of 307A produced ASA = ________ Gallons
3.2% Asphalt Content
0.5% Anti-Strip
*This Mix has 15% RAP and only 78% Virgin Asphalt

Hot Mix Asphalt (HMA) Storage & Delivery

TN TDOT Department of Transportation

What you will learn….

- Operational Concepts Surge/Storage Silos
- Benefits Using Surge/Storage Silos
- Concerns Using Surge/Storage Silos
- Best Management Practices for Maximizing Storage Capability
- Best Management Practices for Silo Loadout

TN TDOT Department of Transportation

Storage Silos

Many configurations:

- Portable
- Stationary
- Single Silo
- Multiple Silo
- Over Truck Scale
- Weigh Hoppers in Silos

TN TDOT Department of Transportation

Storage Silos

- Minimize trucks required on a project
- Increase daily productivity of batch plants
- Are required for drum-mix plants

Best Management Practices
Storage Silos

With silos we are mostly concerned about:

- Segregation
- Temperature Loss
- Oxidation

Section 407.04 (a)
Surge and Storage Silos

Surge and Storage Systems.

Surge or Storage systems may be used at the option of the Contractor provided each system is approved by the Department prior to use.

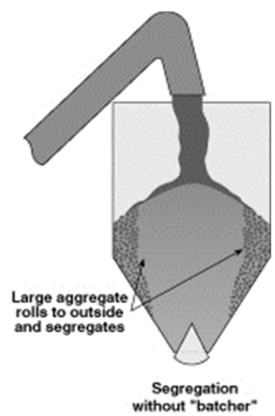
The surge and storage system shall be of such design that there is no appreciable difference between material being discharged from the bin or silo and material being discharged directly from the pugmill or drum.

When using a silo, the contractor shall deliver material that is:

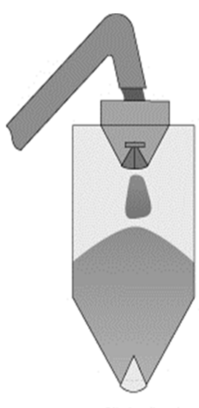
1. within the tolerance ranges as set forth on the Job Mix Formula;
2. without segregation;
3. without balling or hardening

Several Design Elements Have Evolved to Address Our Concerns over Storage

Segregation without a Batcher on Silo



Batchers drop a large mass of material at one time to reduce segregation.



Heat can escape out the batcher and draws in cool air to oxidize the mix.

Insulated batchers and heated silo gates reduce this effect

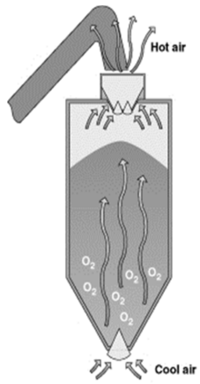


Fig. 12-31 Oxidation

Insulation and hot oil heat helps reduce the effects of heat loss to the atmosphere.

Seals on the bin top and silo gate area lengthen storage times by reducing the “chimney effect”. Air is trapped in an insulated and sealed environment.

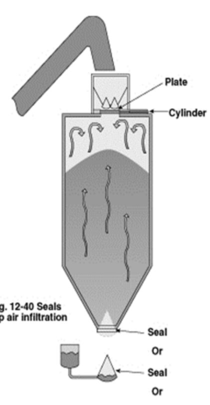


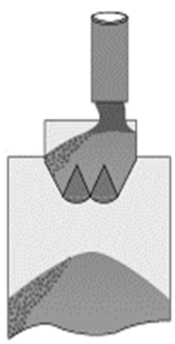
Fig. 12-40 Seals stop air infiltration

Best Management Practices
Storage Silos

To reduce the opportunity for segregation:

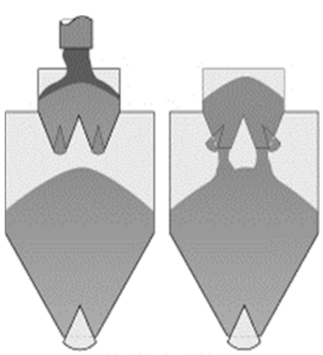
- Feed all batchers in center
- Feed split-feed type batcher in-line with splitter
- Adjust timer-style batchers for full discharge (varies with production rate)
- Adjust close timers to leave some material in batcher on closing

TN TDOT Department of Transportation



Segregation caused by not feeding batcher in center

TN TDOT Department of Transportation

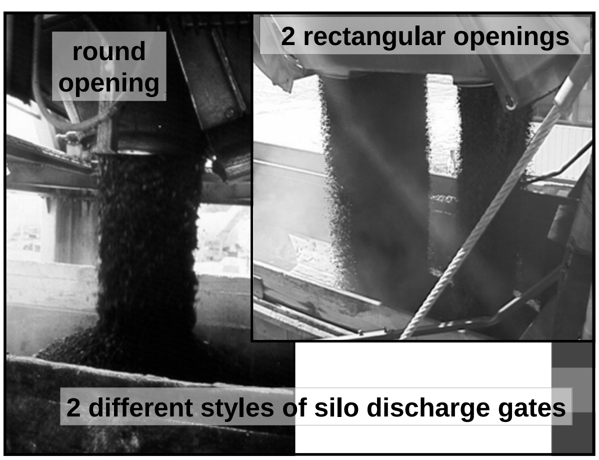


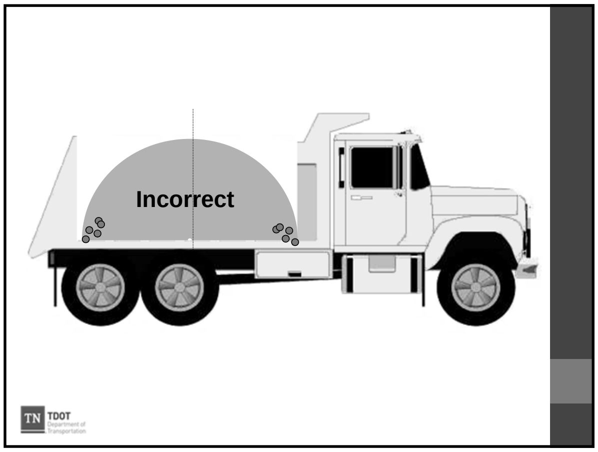
Split feed batcher charging and discharging

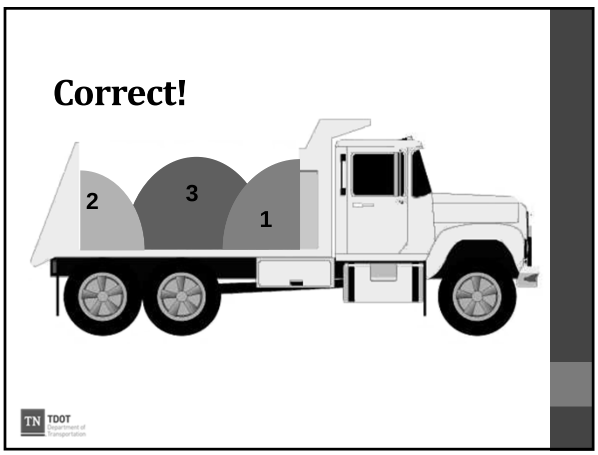
TN TDOT Department of Transportation

Best Management Practices
Silo Loadout

Specific gate designs and loadout procedures have been developed to minimize segregation in the loading process.




Incorrect
TN TDOT


Correct!
2
3
1
TN TDOT

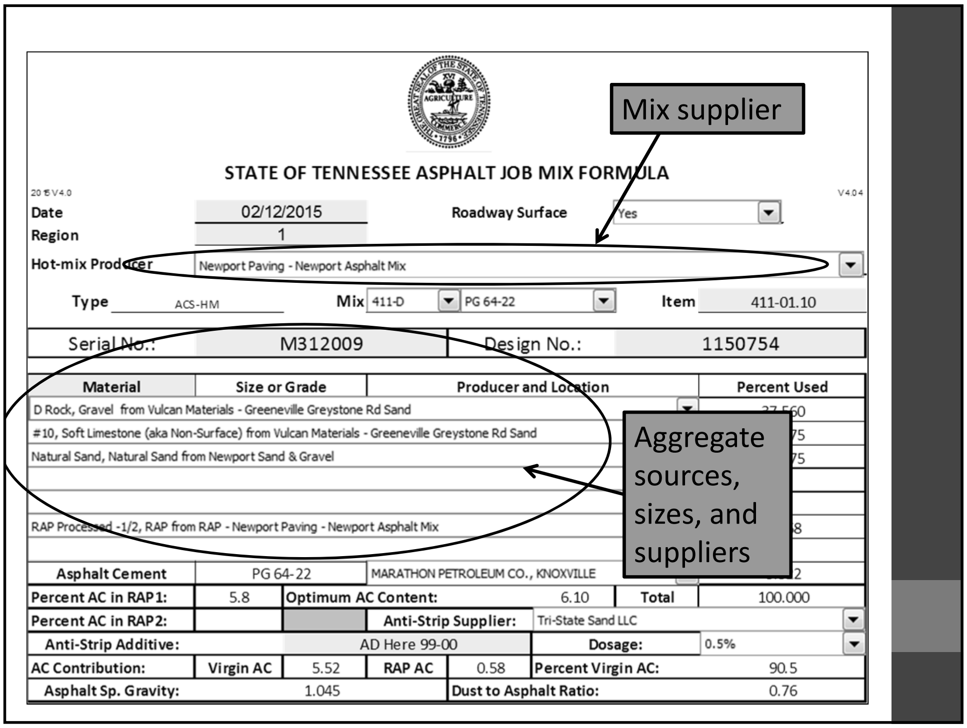
Overview of the Job Mix Formula

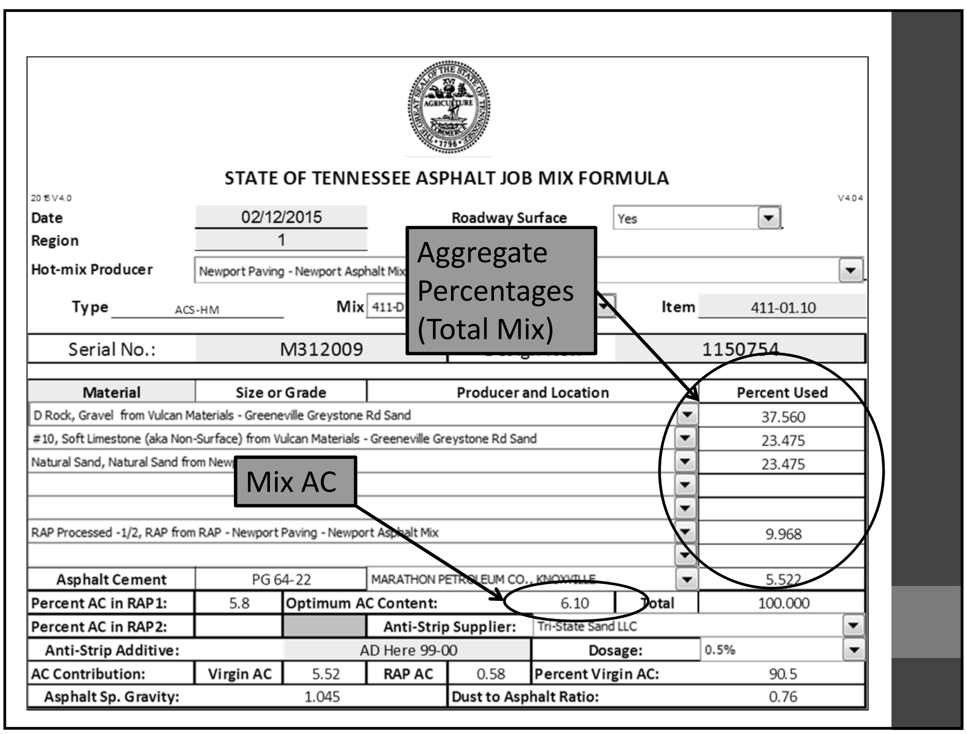
TN TDOT Department of Transportation

What is a JMF?

- It is a valuable document to all inspectors
- Just like baking a cake….it is a recipe
- On this document you will find:
  - Materials being used and their source
  - How much of each material
  - What Plant is being used
  - Type of Mix
  - Gradations
  - Approval of the Materials Engineer

TN TDOT Department of Transportation


STATE OF TENNESSEE ASPHALT JOB MIX FORMULA
Mix supplier
Date 02/12/2015
Roadway Surface Yes
Region 1
Hot-mix Producer Newport Paving - Newport Asphalt Mix
Type ACS-HM
Mix 411-D PG 64-22
Item 411-01.10
Serial No.: M312009
Design No.: 1150754
Material
Size or Grade
Producer and Location
Percent Used
D Rock, Gravel from Vulcan Materials - Greeneville Greystone Rd Sand
#10, Soft Limestone (aka Non-Surface) from Vulcan Materials - Greeneville Greystone Rd Sand
Natural Sand, Natural Sand from Newport Sand & Gravel
RAP Processed -1/2, RAP from RAP - Newport Paving - Newport Asphalt Mix
Aggregate sources, sizes, and suppliers
Asphalt Cement PG 64-22 MARATHON PETROLEUM CO., KNOXVILLE
Percent AC in RAP1: 5.8
Optimum AC Content: 6.10
Total 100.000
Percent AC in RAP2:
Anti-Strip Supplier: Tri-State Sand LLC
Anti-Strip Additive: AD Here 99-00
Dosage: 0.5%
AC Contribution: Virgin AC 5.52 RAP AC 0.58
Percent Virgin AC: 90.5
Asphalt Sp. Gravity: 1.045
Dust to Asphalt Ratio: 0.76


STATE OF TENNESSEE ASPHALT JOB MIX FORMULA
Date 02/12/2015
Roadway Surface Yes
Region 1
Hot-mix Producer Newport Paving - Newport Asphalt Mix
Aggregate Percentages (Total Mix)
Type ACS-HM
Mix 411-D
Item 411-01.10
Serial No.: M312009
1150754
Material
Size or Grade
Producer and Location
Percent Used
D Rock, Gravel from Vulcan Materials - Greeneville Greystone Rd Sand 37.560
#10, Soft Limestone (aka Non-Surface) from Vulcan Materials - Greeneville Greystone Rd Sand 23.475
Natural Sand, Natural Sand from New 23.475
Mix AC
RAP Processed -1/2, RAP from RAP - Newport Paving - Newport Asphalt Mix 9.968
Asphalt Cement PG 64-22 MARATHON PETROLEUM CO., KNOXVILLE 5.522
Percent AC in RAP1: 5.8
Optimum AC Content: 6.10
Total 100.000
Percent AC in RAP2:
Anti-Strip Supplier: Tri-State Sand LLC
Anti-Strip Additive: AD Here 99-00
Dosage: 0.5%
AC Contribution: Virgin AC 5.52 RAP AC 0.58
Percent Virgin AC: 90.5
Asphalt Sp. Gravity: 1.045
Dust to Asphalt Ratio: 0.76

RAP AC

Anti-Strip Info

STATE OF TENNESSEE ASPHALT JOB MIX FORMULA

2015 V4.0 V4.04

Date	02/12/2015	Roadway Surface	Yes
Region	1		
Hot-mix Producer	Newport Paving - Newport Asphalt Mix		
Type		Mix 411-D, PG 64-22	Item 411-01.10
Serial No.:	M312009	Design No.:	1150754

Material	Size or Grade	P	Percent Used
D Rock, Gravel from Vulcan Materials - Greeneville Greystone Rd Sand			37.560
#10, Soft Limestone (aka Non-Surface) from Vulcan Materials - Greeneville Greystone Rd Sand			23.475
Natural Sand, Natural Sand from Newport Sand & Gravel			23.475
RAP Processed -1/2, RAP from RAP - Newport Paving - Newport Asphalt Mix			9.968
Asphalt Cement	PG 64-22	MARATHON PETROLEUM CO., KNOXVILLE	5.522

Percent AC in RAP1:	5.8	Optimum AC Content:	6.1	Total	100.000
Percent AC in RAP2:		Anti-Strip Supplier:	Tri-State Sand LLC		
Anti-Strip Additive:	AD Here 99-00	Dosage:	0.5%		
AC Contribution:	Virgin AC 5.52	RAP AC	0.58	Percent Virgin AC:	90.5
Asphalt Sp. Gravity:	1.045	Dust to Asphalt Ratio:	0.76		

RAP Gmm

Temp Info

% Fracture Face on CA:	n/a	% Glassy Particles on CA:	n/a
Theo.Gravity of RAP1:	2.754	Eff. Gravity of Agg:	2.783
Theo.Gravity of RAP2:	n/a		
Theo. Gravity of Mix: 2.527	T.S.R.:	Lbs/Ft^3:	157.7
L.O.I.:	22.4	Ignition Oven Corr. Factor:	
		Warm Mix?	No
Lab Temperature		Plant Temperature	
Mixing Temperature (± 5 °F):	305	Mixing Temp Range(°F):	270ºF ≤ T ≤ 310ºF
Lab Compaction Temp (± 5 °F):	295	Delivery Temperature(°F):	270ºF ≤ T ≤ 310ºF

TN TDOT Department of Transportation

Aggregate Percentages
(% of Aggregate)

Sieve Size	Percents Used							% Req.	Design Range
	D Rock	#10	Natural Sand			RAP Processed 1/2			
	40.0	25.0	25.0			10.0		100	
2"									
1.5"									
1.25"									
1"									
3/4"									
5/8"	100	100	100			100		100	100
1/2"	89	100	100			89		95	95-100
3/8"	68	100	100			68		84	80-93
No.4	21	92	99			21		58	54-76
No.8	12	60	89			12		43	35-57
No.16									
No.30	9	23	50			9		23	17-29
No.50	7	16	16			7		11	10-18
No.100	4.5	12.0	6.1			4.5		6.8	3-10
No.200	2.7	9.6	3.5			2.7		4.6	0-6.5

Stockpile Gradations

Blend Gradation

TN TDOT Department of Transportation

What if RAP is used?

- See what kind of Mix is being used
- Refer to charts in either 307.03 or 411.03

TN TDOT Department of Transportation

Section 307
RAP in Hot Mix Asphalt
(Base and Binder Mixes)

Mix Type	% RAP (Non-processed)[1]	Maximum % RAP (Processed)(2)	Maximum % RAP Processed & Fractionated [3]	Maximum Particle Size (inches)
307-ACRL	0	0	-	-
307-AS	0	0	-	-
307-A	15	20	35	1-1/2
307-B	15	30	35	1-1/2
307-BM	15	30	35	3/4
307-BM2	15	30	35	3/4
307-C	15	30	35	3/8
307-CW	15	30	35	1/2
307-CS	0	15	25	5/16

All mixes shall contain at least 65% virgin asphalt.

TN TDOT Department of Transportation

(Table 307.03-3)

Section 411
RAP in Hot Mix Asphalt
(Base and Binder Mixes)

Mix Type	% RAP (Non-processed)[1]	Maximum % RAP (Processed)[2]	Maximum % RAP, Processed and Fractionated [3]	Maximum Particle Size (inch)
411D (PG64-22, PG67-22)	0	15	20	1/2
411D (PG70-22, PG76-22, PG82-22)	0	10	15	1/2
411E (Roadway)	0	15	20	1/2
411E (Shoulder)	15	30	35	1/2
411TL (PG64-22, PG67-22)	0	15	15	5/16
411TL (PG70-22, PG76-22, PG82-22)	0	10	10	5/16
411TLD (PG64-22, PG67-22)	0	15	15	5/16
411TLD (PG70-22, PG76-22, PG82-22)	0	10	10	5/16

All mixes shall contain at least 80% virgin asphalt, except for 411E (65%).

TN TDOT Department of Transportation

(Table 411.03-6)

RAP On the JMF

STATE OF TENNESSEE ASPHALT JOB MIX FORMULA

2015V4.0 V4.04

Date 02/12/2015 **Roadway Surface** Yes

Region 1

Hot-mix Producer Newport Paving - Newport Asphalt Mix

Type ACS-HM **Mix** 411-D PG 64-22 **Item** 411-01.10

Serial No.:	M312009	Design No.:	1150754

Material	Size or Grade	Producer and Location	Percent Used
D Rock, Gravel from Vulcan Materials - Greeneville Greystone Rd Sand			37.560
#10, Soft Limestone (aka Non-Surface) from Vulcan Materials - Greeneville Greystone Rd Sand			23.475
Natural Sand, Natural Sand from Newport Sand & Gravel			23.475
RAP Processed -1/2, RAP from RAP - Newport Paving - Newport Asphalt Mix			9.968
Asphalt Cement	PG 64-22	MARATHON PETROLEUM CO., KNOXVILLE	5.522

Percent AC in RAP1:	5.8	Optimum AC Content:	6.10	Total	100.000
Percent AC in RAP2:			Anti-Strip Supplier:	Tri-State Sand LLC	
Anti-Strip Additive:	AD Here 99-00		Dosage:	0.5%	
AC Contribution:	Virgin AC	5.52	RAP AC	0.58	Percent Virgin AC: 90.5
Asphalt Sp. Gravity:	1.045		Dust to Asphalt Ratio:	0.76	

Determining Plant Scale Settings

Information given:

BATCH WEIGHT (LBS):	**6000**
% AC ON JMF:	**4.4**
% RAP ON JMF:	**15**
% AC IN RAP (ALSO FROM JMF):	**4.8**
% MOISTURE IN RAP:	**5.5**

Calculations:

TOTAL AC WEIGHT =

$$\frac{(\%\text{ AC ON JMF}) \quad \mathbf{X} \quad (\text{BATCH WEIGHT})}{100}$$

=

=

TN TDOT Department of Transportation

TOTAL AGGREGATE WEIGHT =

BATCH WEIGHT - AC WEIGHT

=

=

…so let's check ourselves

BIN #	AGG. %	INDIV. WT.	ACCUM. WT.
1	37		
2	25		
3	17		
4	6		
RAP	15		

TN TDOT Department of Transportation

What about mixes with RAP?

$$\textit{Total}\text{ RAP} = \frac{(\%\text{ RAP}) \times (\text{Total Aggregates})}{100 - (\%\text{ AC in RAP})}$$

$$= \frac{(15) \times (5736)}{100 - (4.8)} = \underline{\mathbf{904\ lbs}}$$

RAP AC = (Total RAP) – (RAP Aggregates) = 904 - 861 = **43 lbs**

Virgin AC = (Total AC) – (RAP AC) = 264 - 43 = **221 lbs**

TN TDOT Department of Transportation

% Virgin AC

$$\% \text{ Virgin AC} = \frac{(\text{Total AC}) - (\text{RAP AC})}{\text{Total AC}} \times 100$$

$$= \frac{(264) - (43)}{264} \times 100$$

$$= \frac{(264) - (43)}{264} \times 100 \qquad = \underline{\mathbf{83.7\ \%}}$$

Does this meet our specs?

TN TDOT Department of Transportation

Sampling and Testing Materials

Now That the Plant is Ready to Run, What Happens Now?

TDOT
MATERIALS & TESTS DIVISION

1

2 Types of Sampling and Testing:

Quality *Acceptance*

- Performed by TDOT.
- According to TDOT Materials and Tests S.O.P. 1-1 (including the Sampling and Testing Guide)
- 3 types:
  - Acceptance
  - Verification
  - Assurance

Quality *Control*

- Performed by the contractor.
- According to contractor's QC plan. (submitted to project engineer at the beginning of *every* job.)
- Must align with TDOT Spec. section 407.03

TDOT
MATERIALS & TESTS DIVISION

2

Types of Mixes

Surface Mixes	411 D, 411 E, 411 F, 411 SGC, 411 S, 411 SMA*, 411 OGFC
Binder Mixes	307 B, 307 BM, 307 BM2, 307 S, 307 C, 307 CS, 307 CW*
Base Mixes	307 A, 307 AS, 307 ACRL, 313 TRB

* These mixes may be used as both a binder and a surface

TDOT
MATERIALS & TESTS DIVISION

3

Sampling and Testing

What materials are we going to sample and then test?

- Aggregates
- RAP
- Hot Mix Asphalt
- AC

TDOT
MATERIALS & TESTS DIVISION

4

Aggregates

- Check JMF for Aggregate Info, ***Nominal Maximum Aggregate Size***, etc.
- Perform Appropriate Tests IAW TDOT/AASHTO Specs.
- ***How much material do we need?***

STATE OF TENNESSEE ASPHALT JOB MIX FORMULA

Project Ref. No.		Date	
Project No.		Region	
Contract No.		County	
Contractor		Date of Letting	
State Route No.		Roadway Surface	
Hot-mix Producer			

Type ______ **Mix** ______ **Item** ______

Serial No.:	Design No.:

Material	Size or Grade	Producer and Location	Percent Used
Asphalt Cement			
Percent AC in RAP:	Optimum AC Content:	Total	

Anti-Strip Additive:				Dosage:
AC Contribution:	Virgin AC		RAP AC	Percent Virgin AC:
Asphalt Sp. Gravity:				Dust to Asphalt Ratio:

% Fracture Face on CA:	% Glassy Particles on CA:
Theo.Gravity of RAP:	Eff. Gravity of Agg:

Theo. Gravity of Mix:	T.S.R.:	Lbs/Ft^3:
L.O.I.:	Ignition Oven Corr. Factor:	
ADT	Log Miles Beginning:	Ending:

Lab Temperature	Plant Temperature
Mixing Temperature (± 5 °F):	Mixing Temp Range(°F):
Lab Compaction Temp (± 5 °F):	Delivery Temperature(°F):

	Percents Used								
Sieve Size								% Req.	Design Range
2"									2"
1.5"									1.5"
1.25"									1.25"
1"									1"
3/4"									3/4"
5/8"									5/8"
1/2"									1/2"
3/8"									3/8"
No.4									#4
No.8									#8
No.16									#16
No.30									#30
No.50									#50
No.100									#100
No.200									#200

Requested: ______ Approved: ______

Contractor Personnel and Lab Tech Cert No.

Date last lab inspection ______ Approved: ______

TDOT
MATERIALS & TESTS DIVISION

Aggregate Sampling

AASHTO T-2

Standard Practice for Sampling Aggregates

TDOT
MATERIALS & TESTS DIVISION

6

AASHTO T-2

- Determine NMAS from JMF
- Go to TABLE 1 in spec.
- Determine sample size

TABLE 1 Size of Samples

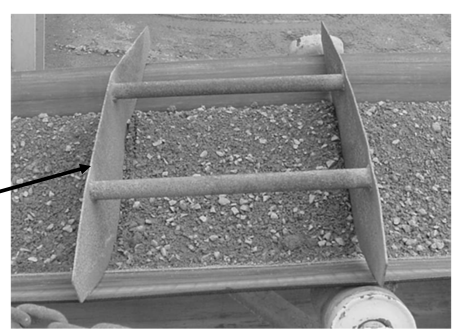
Maximum Nominal Size of Aggregates	Approx. Minimum Mass of Field Samples lb (kg)
Fine Aggregate	
No. 8 (2.36mm)	25 (10)
No 4 (4.75mm)	25 (10)
Coarse Aggregate	
3/8 in. (9.5mm)	25 (10)
1/2 in. (12.5mm)	35 (15)
3/4 in. (19.0mm)	55 (25)
1 in. (25.0 mm)	110 (50)
1.5 in. (37.5mm)	165 (75)
2 in. (50 mm)	220 (100)
2.5 in. (63 mm)	275 (125)
3 in. (75 mm)	330 (150)
3.5 in. (90 mm)	385 (175)

TDOT
MATERIALS & TESTS DIVISION

7

AASHTO T-2

AASHTO recommends obtaining belt samples of aggregates whenever possible.



A belt-shaped template must be used.

TDOT
MATERIALS & TESTS DIVISION

8

AASHTO T-2

Use a scoop to remove the aggregate from the portioned section.

Make sure to sweep all of the fine aggregate off the belt.

TDOT
MATERIALS & TESTS DIVISION

9

AASHTO T-2

Most raw materials must be sampled from a stockpile instead.

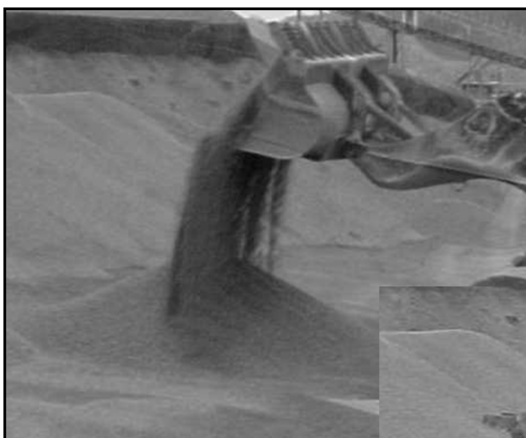
TDOT
MATERIALS & TESTS DIVISION

10

Use power equipment whenever available.

Go into pile in at least 3 different locations.

TDOT
MATERIALS & TESTS DIVISION



Consolidate into 2nd Pile.

Strike-off surface.

TDOT
MATERIALS & TESTS DIVISION


Sample from at Least 3 Places !

TDOT
MATERIALS & TESTS DIVISION

13


At Least 3 Places !

TDOT
MATERIALS & TESTS DIVISION

14

For sampling fine aggregates, a sampling tube may be used.

Guess how many places?

3 !!!!

Aggregate Testing

- Tests to be run:
  - Stockpile Moisture Contents (TDOT Method)
  - T-27 / T-11 *Washed* Sieve Analysis on ALL aggregates
  - TDOT Glassy Particle Test (if **slag** is used as a coarse aggregate)
  - TDOT Fractured Face Count (if **gravel** is used as a coarse aggregate)

Do we have to test all of the material we sampled!?...

16

AASHTO T-248

Reducing Samples of Aggregate to Testing Size

(check for minimum sample size tables in each test method specification)

TDOT
MATERIALS & TESTS DIVISION

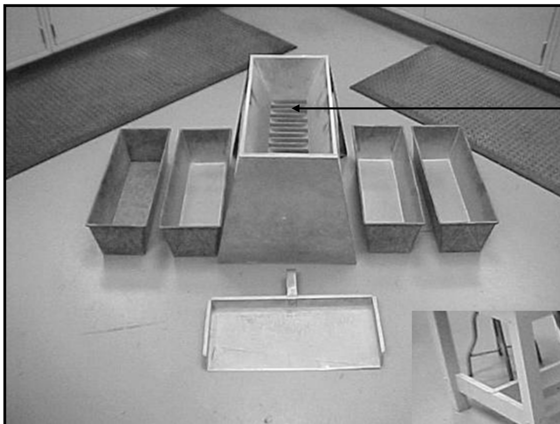
17

AASHTO T-248

Method A: Using A Mechanical Splitter

TDOT
MATERIALS & TESTS DIVISION

18



Openings may either be fixed or adjustable…

…but their widths are dependent upon aggregate size

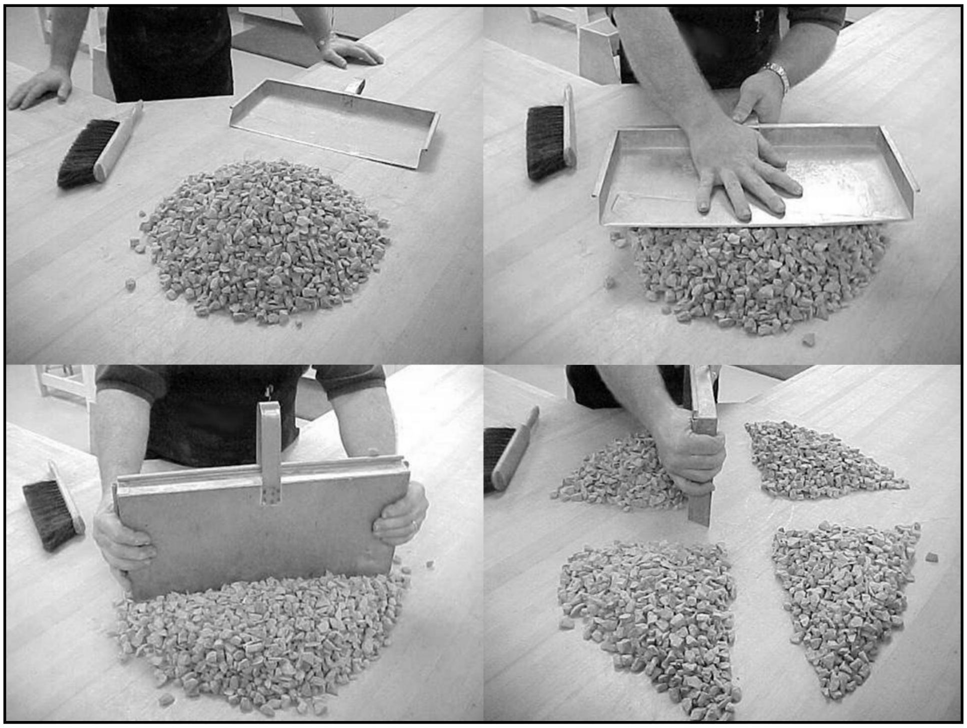
TDOT
MATERIALS & TESTS DIVISION

AASHTO T-248

Method B: Splitting and Quartering

TDOT
MATERIALS & TESTS DIVISION

20



Aggregate Moisture Content (AASHTO T-255)

- Sample material IAW AASHTO T-2
- Reduce Sample IAW Table 1 in AASHTO T-255
- Record Initial Weight
- Dry to a CONSTANT MASS
- Record Final Weight
- Calculate Moisture Percentage

$$\frac{(\text{WET} - \text{DRY})}{\text{DRY}} \times 100$$

TDOT
MATERIALS & TESTS DIVISION

22

Aggregate Moisture Content (AASHTO T-255)

Aggregate # 1: NMAS = ½ in.

Amount Sampled: **15000g (minimum)**

Amount Tested: **2000g (minimum)**

Initial (wet) Weight: **2140g**

Final (dry) Weight: **1940g**

Calculate: $\frac{(2140 - 1940)}{1940} \times 100 =$

TDOT MATERIALS & TESTS DIVISION

23

AASHTO T - 27

Sieve Analysis of Fine and Coarse Aggregates

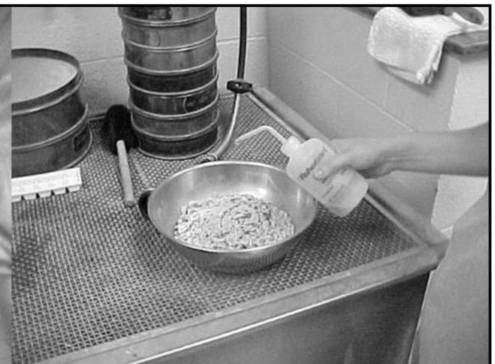
&

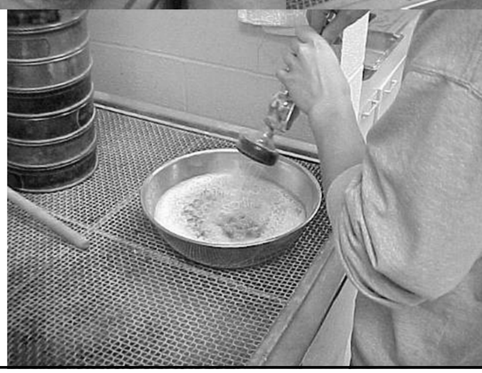
AASHTO T-11

Materials Finer Than 75 - µm (No. 200) Sieve in Mineral Aggregates by Washing

TDOT MATERIALS & TESTS DIVISION

24





TDOT
MATERIALS & TESTS DIVISION

25

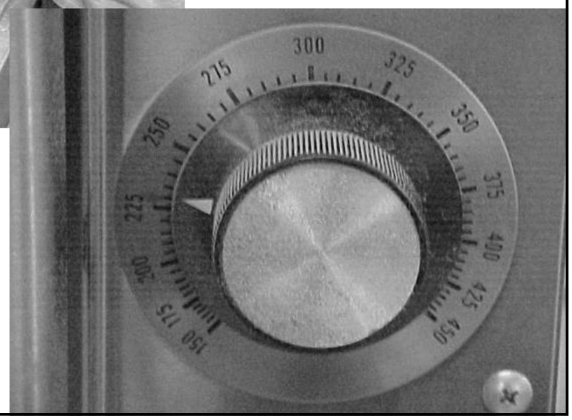
Add water and stir gently.

Then carefully decant liquid over a nest of sieves.

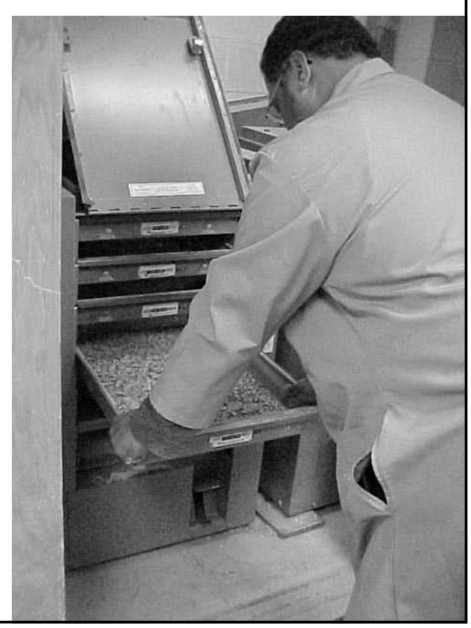
Why a nest?

TDOT
MATERIALS & TESTS DIVISION

Continue washing until the liquid is reasonably clear.



Oven dry the aggregate at 230° F to a constant mass.



Once the material has been shaken for a sufficient period of time, each sieve must be cleaned out

…and the mass of its contents recorded *cumulatively.*

TDOT
MATERIALS & TESTS DIVISION

TDOT Test for Glassy Particles

Referenced in TDOT Specifications section 903.11.a.4 (crushed slag)

TDOT
MATERIALS & TESTS DIVISION

30

When slag is used as a coarse aggregate, a check for glassy particles must be performed (on a sample of the + #4 material).

IAW TDOT 903.11.1.4, the slag can't have more than 20% glassy particles as determined by *mass.*

TDOT
MATERIALS & TESTS DIVISION

TDOT Test for Fractured Face Marshall Mixes (by count) & ASTM D 5821 F.F. for Superpave

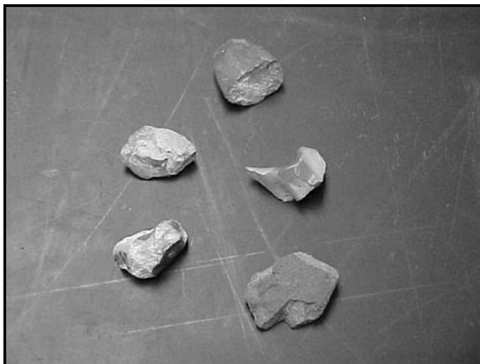
Referenced in TDOT Specification sections 903.06.a , 903.11.a.3

&

Superpave ASTM D-5821

TDOT
MATERIALS & TESTS DIVISION

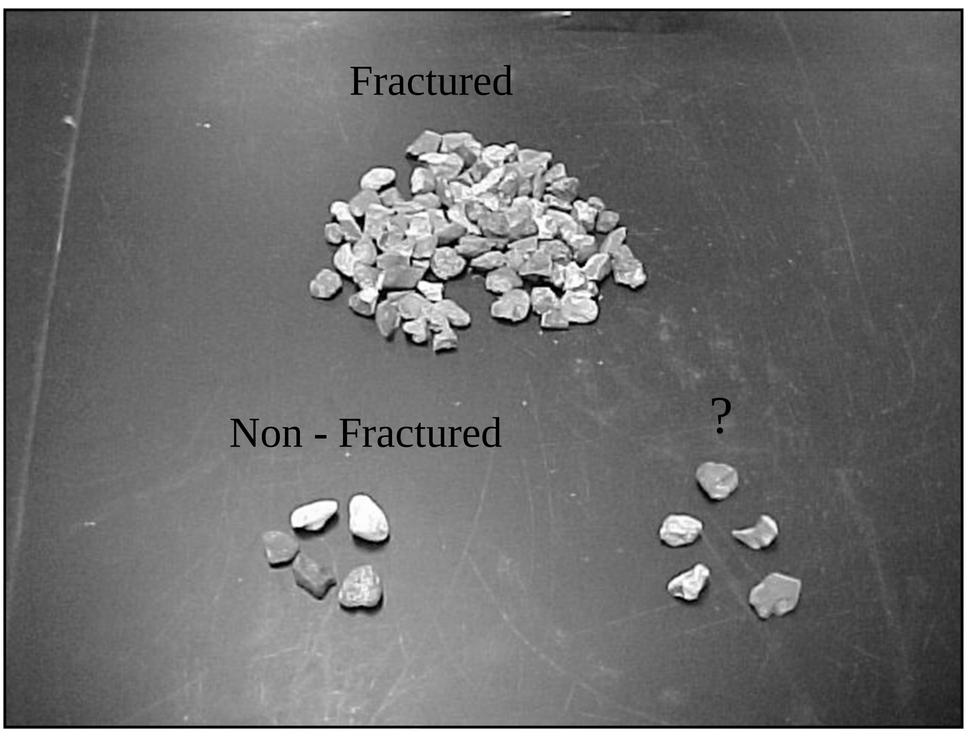
32



When gravel is used as a coarse aggregate, some of the material is crushed, leaving one or more fractured faces. Some particles, however, will not be affected by this process.

We need to determine the % of particles with 2 or more fractured faces by *count* (not by mass).

TDOT
MATERIALS & TESTS DIVISION



Sampling and Testing

<u>Test Method Calculations:</u>

T-11 / T-27

Glassy Particle Determination

Fractured Face Count

TDOT MATERIALS & TESTS DIVISION

35

T-11 / T-27 Calculation

Cumulative

T-27 RESULTS

U.S. STANDARDS SIEVES	WEIGHT RETAINED	PERCENT RETAINED	PERCENT PASSING	JMF OR SPECIFICATION
5/8"	**0.0**			**100.0**
1/2"	**32.6**			**97.0**
3/8"	**157.4**			**86.0**
NO. 4	**510.9**			**59.0**
NO. 8	**764.2**			**47.0**
NO. 16	**935.6**			
NO. 30	**1060.6**			**27.0**
NO. 50	**1225.4**			**12.0**
NO. 100	**1319.7**			**6.5**
NO. 200	**1342.8**			**4.4**
PAN	**1347.2**			

Material Passing #200 Sieve

T-11

ORIGINAL DRY SAMPLE WEIGHT (A)	**1392.7**	grams
WEIGHT OF SAMPLE AFTER WASH (B)	**1344.3**	grams
WASH LOSS (A-B)		grams

T-27

PAN WEIGHT (C)	**1347.2**	grams
Add'l -#200 Material (C-weight retained #200)		grams
Total Material Passing #200 Sieve		grams

TDOT MATERIALS & TESTS DIVISION

T-11 / T-27 Calculation

% Retained = (Weight Retained/Original Dry Sample Weight) x 100

% Passing =

(100 -% Retained)

T-27 RESULTS

U.S. STANDARDS SIEVES	WEIGHT RETAINED	PERCENT RETAINED	PERCENT PASSING	JMF OR SPECIFICATION
5/8"	**0.0**	**0.0**	**100.0**	**100.0**
1/2"	**32.6**			**97.0**
3/8"	**157.4**			**86.0**
NO. 4	**510.9**			**59.0**
NO. 8	**764.2**			**47.0**
NO. 16	**935.6**			
NO. 30	**1060.6**			**27.0**
NO. 50	**1225.4**			**12.0**
NO. 100	**1319.7**			**6.5**
NO. 200	**1342.8**			**4.4**
PAN	**1347.2**			

Material Passing #200 Sieve

T-11		
ORIGINAL DRY SAMPLE WEIGHT (A)	**1392.7**	grams
WEIGHT OF SAMPLE AFTER WASH (B)	**1344.3**	grams
WASH LOSS (A-B)		grams
T-27		
PAN WEIGHT (C)	**1347.2**	grams
Add'l -#200 Material (C-weight retained #200)		grams
Total Material Passing #200 Sieve		grams

TDOT
MATERIALS & TESTS DIVISION

Calculation Example B:

Glassy Particle Test

Glassy Particles (Slag)
Subsection 903.11(a)(4)

Does mix contain slag used as coarse aggregate? Yes ◉ No ○

Crushed slag coarse aggregate shall contain no more than 20%, by weight, of glassy particles; except that where used in Grading G mix, the percent of glassy particles, by weight, shall not exceed 10%.
A representative sample containing at least 300 grams of the (+4) slag should be used.*
* DOT Policy

$$\% \text{ Glassy Particles} = \frac{\text{Mass of Glassy Particles}}{\text{Total Mass of Sample Used}} \times 100\%$$

Mass of Glassy Particles [redacted] **g**
Total Mass of Sample Used **g**

% Glassy Particles = [redacted] **%**

TDOT
MATERIALS & TESTS DIVISION

38

Calculation Example C:

Fractured Face Count

Fractured Face Count
Subsection 903.11(a)(3)

Is Crushed Gravel used as a coarse aggregate in this mix? **Yes** ○ **No** ●

At least 70% by count, of the material retained on the 4.75 mm (No. 4) sieve shall have a minimum of two fractured faces, one of which must be fractured for the approximate average diameter or thickness of the particle. A representative sample containing at least 200 grams should be used.

$$\% \text{ Fractured} = \frac{\text{No. of Particles Fractured}}{\text{Total No. of Particles Inspected}} \times 100$$

No. of Particles Fractured ______
Total No. of Particles Inspected ______

% Fractured = ______ %

TDOT
MATERIALS & TESTS DIVISION

39

Aggregate Report Form

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

AGGREGATE STOCKPILE REPORT FOR BITUMINOUS MIXES

Item No. ______
Report No. ______ Date 12/31/2004
Project Reference No. ______ Contract No. CNC 420
Project No. 7631-4215-02 Region 3
Material ______ Grading 411 D County WILSON
Shipped ______ Asphalt Plant Location ______
Producer APAC Tennessee, Inc Address Yonder
Producer ______ Address ______

Screen Values Total Percent Passing Square Sieves on Job Mix Formula No. ______

Size No.	Material Designation	2"	1-1/2"	1-1/4"	1"	3/4"	5/8"	1/2"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200	% Aggregate in Mix
		50 mm	37.5 mm	31.5 mm	25.0 mm	19.0 mm	16.0 mm	12.5 mm	9.5 mm	4.75 mm	2.36 mm	1.18 mm	600 m	300 m	150 m	75 m	
	Gravel						100	96.1	83.4	62.3	47.3		19.7	13.1	7.9	6.5	50

Screen Analysis Total Percent Passing Square Sieves

		Inspection Card No.	2"	1-1/2"	1-1/4"	1"	3/4"	5/8"	1/2"	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200	% Aggregate in Mix
			50 mm	37.5 mm	31.5 mm	25.0 mm	19.0 mm	16.0 mm	12.5 mm	9.5 mm	4.75 mm	2.36 mm	1.18 mm	600 m	300 m	150 m	75 m	
		Gravel						100	95.2	82.7	59.9	49.6		22.1	14.9	9.9	7.7	50
	Screening																	
	Sand																	
	RAP																	

This material has been inspected and ☐ meets ☐ does not meet the requirements of th

Remarks:

Original to:
Headquarters Materials and Test
Copies to:
Regional Materials and Test
Project Supervisor
Form DT-1314 (Rev. 10-02)

Location of Sample ______

Title ______

Info boxed in green comes from the JMF.

Info boxed in red comes from our tests.

Sampling and Testing

What if we use RAP?

•Obtain a proper sample IAW T-2, and T-248

•Run a preliminary moisture content test

•Run a preliminary extraction/gradation (AASHTO T-164/T-30)

•Compare results with the JMF and TDOT Spec. 307.02.b

•*subsequent testing of RAP is required for every 2000 tons of material used in the mix*

TDOT
MATERIALS & TESTS DIVISION

41

AASHTO T-164

(Method E-vacuum)

•*This is TDOT's ***STANDARD*** test method for determining the AC Content of either RAP or HMA*

•As an alternate method, AASHTO T-308 (Ignition Furnace) may be used, *but*…

•…a comparison solvent extraction must be performed at least once per week of production.

TDOT
MATERIALS & TESTS DIVISION

42

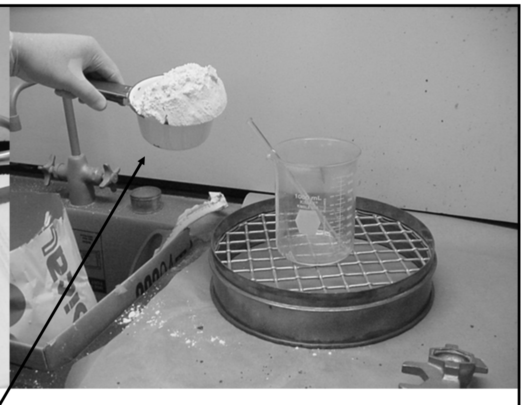
L – R: Vacuum Extractor, Distributor Plate, Nested #16 and #200 Sieves, Pitcher, Extractor Collar, Water and Solvent Wash Bottles

TDOT
MATERIALS & TESTS DIVISION

43

TDOT
MATERIALS & TESTS DIVISION

44



You may use up to 200g of filter aid to help trap the dust.

If used, the mass of filter aid MUST be recorded.

TDOT
MATERIALS & TESTS DIVISION

45

To distribute the filter aid evenly, first add some solvent to the filter aid and stir.

Pour the solution onto the filter paper, then quickly turn on the vacuum pump.

TDOT
MATERIALS & TESTS DIVISION

46

Using this procedure will distribute the filter aid evenly across the paper.

TDOT
MATERIALS & TESTS DIVISION

47

Add enough solvent to cover material, let soak for a few minutes, and…

…stir vigorously to make sure that all of the AC has a chance to be dissolved

TDOT
MATERIALS & TESTS DIVISION

48

We’re now ready to begin pouring off the dissolved AC/Solvent /Dust mixture. Use a spoon to help distribute the liquid evenly. Repeat this process until the aggregate appears clean.

TDOT
MATERIALS & TESTS DIVISION

49

“Clean” ,as determined by T-164, is when the liquid becomes a “light straw color” .

TDOT
MATERIALS & TESTS DIVISION

50

Soon the flow of the material through the filter begins to slow down. By scraping *lightly*, a fresh surface of the filter aid can be exposed, thus speeding things back up.

Use a wash bottle filled with solvent to clean off utensils. All of the dust must be saved. *Why?*

TDOT MATERIALS & TESTS DIVISION

51

After a short (hopefully) period of time, all of the solvent will have passed through the filter into the collection tank.

TDOT MATERIALS & TESTS DIVISION

52

Once no liquid is visible, we need to scrape the filter aid/dust mixture off the paper and distribute evenly.

TDOT
MATERIALS & TESTS DIVISION

53

…the water will become semi-clear. This is about as clean as it gets.

TDOT
MATERIALS & TESTS DIVISION

54

Once all of the rinse water has gone through, the aggregate, filter, and filter aid are to be dried to a *constant mass* at 230°.

TDOT
MATERIALS & TESTS DIVISION

T-164 Extraction Worksheet

Type Mix: **RAP**	Proj. No. 57011-4222-04	
Date: 1/2/2003	Inspector: J. Pannido	
	(1)	**(2)**
Weight of Filter Aid Used	100	
Weight of Filter Paper	11.1	
Weight of Mix Sample + Container	2185.3	
Wt. Of Container	425	
(1) Wt. Of Mix sample		0
After Extracting A. C.		
Wt. Of Filter Aid + Filter Paper + (-200) Mtl	213.6	
Wt. Of Filter Aid + Filter Paper	111.1	0
(2) Wt. Of (-200) Mtl.		0
Weight of Extracted Aggregate + Pan	1904.3	
Wt. Of Pan	349.7	
(3) Wt. Of Extracted Aggregate		0
(4) Total Wt. Of Aggregate = (2) + (3) =		0
(5) Wt. Of Extracted Asphalt = (1) - (4) =		0
% A. C. = Weight of Extracted Asphalt / Weight of Mix Sample x 100 =		0.00

TDOT
MATERIALS & TESTS DIVISION

56

AASHTO T-30

The Sieve Analysis of Residual Aggregate

- Performed on extracted / ignited aggregate
- Virtually the same as T-27
- Gradation results calculated the same way as T-27

TDOT
MATERIALS & TESTS DIVISION

57

SIEVE ANALYSIS

AASHTO T-30

(1)

Sieve	Wt. Ret.	% Ret.	% Pass
1 1/2"		0.00	0.00
1 1/4"		0.00	0.00
1"		0.00	0.00
3/4"		0.00	0.00
5/8"		0.00	0.00
1/2"	100	6.03	93.97
3/8"	345.2	20.83	79.17
# 4	691.7	41.74	58.26
# 8	985.3	59.46	40.54
# 30	1164.7	70.29	29.71
# 50	1381.4	83.36	16.64
# 100	1475.8	89.06	10.94
# 200	1567.3	94.58	5.42
			D.A.R.
Total Agg. Wt. =		1657.1	0.92

(2)

Sieve	Wt. Ret.	% Ret.	% Pass
1 1/2"		0.00	0.00
1 1/4"		0.00	0.00
1"		0.00	0.00
3/4"		0.00	0.00
5/8"		0.00	0.00
1/2"		0.00	0.00
3/8"		0.00	0.00
# 4		0.00	0.00
# 8		0.00	0.00
# 30		0.00	0.00
# 50		0.00	0.00
# 100		0.00	0.00
# 200		0.00	0.00
			D.A.R.
Total Agg. Wt. =		0	#DIV/0!

Fract. Face Count		Glassy Particles	
No. particles		total wt.	
No. fractured		wt. Glassy	
% fractured		% Glassy	

TDOT
MATERIALS & TESTS DIVISION

58

Sampling and Testing

T-30 Test Results		
Sieve	**% Passing**	**JMF**
5/8"	100	100
1/2"	93.4	98
3/8"	79.2	81
No.4	58.3	64
No.8	40.5	48
No.30	29.7	34
No.50	16.6	17
No.100	10.9	13.4
No.200	5.4	7.3

The stockpile gradation tolerance for all recycled material on each sieve is listed below.

9.50 mm (3/8") sieve and larger	10 %
4.75 mm (No. 4) sieve	8 %
2.36 mm (No. 8) sieve	6 %
600 µm (No. 30) sieve	5 %
75 µm (No. 200) sieve	4 %

(TDOT 307.03.b)

Are all of the screens in tolerance?

TDOT
MATERIALS & TESTS DIVISION

59

Sampling and Testing
Hot Mix Asphalt - <u>All Mixes</u>

TDOT
MATERIALS & TESTS DIVISION

60

Hot Mix Sampling

AASHTO T-168

Sampling Bituminous Paving Mixtures

TDOT
MATERIALS & TESTS DIVISION

61

AASHTO T-168

- Determine NMAS from JMF
- Go to TABLE 1 in spec.
- Determine sample size

TABLE 1 Guide for Estimating Quantity of Sample

Maximum Nominal Size of Aggregates	Approx. Mass of Uncompacted Mixture kg (lb)
No. 8 (2.36mm)	2 (4)
No 4 (4.75mm)	2 (4)
3/8 in. (9.5mm)	4 (8)
1/2 in. (12.5mm)	5 (12)
3/4 in. (19.0mm)	7 (16)
1 in. (25.0 mm)	9 (20)
1.5 in. (37.5mm)	11 (25)
2 in. (50 mm)	16 (35)

TDOT
MATERIALS & TESTS DIVISION

62

AASHTO T-168 (5.2.2)
Sampling from Truck Transports

TDOT
MATERIALS & TESTS DIVISION

63

AASHTO T-168 (5.2.2)
Sampling from Truck Transports

- **Avoid sampling the extreme top surface!**
- **How many different places?**

3 !!

TDOT
MATERIALS & TESTS DIVISION

64

Tests for <u>ALL</u> Mixes

- Mix Temperature
- Boil Test
- Moisture (any mix with RAP)
- Density
- Performed by both Contractor and Inspector

TDOT
MATERIALS & TESTS DIVISION

65

Mix Temperature

<u>2 Concerns:</u>

•Plant Production Temp.
•Lab Compaction Temp.

TDOT
MATERIALS & TESTS DIVISION

66

Mix Temperature:

Plant Production Temp.

- Must adhere to TDOT Spec 407.11, Table B:

Table B

PG Binder Grade	Minimum Temp.	Maximum Temp.
PG 64-22, PG 67-22	270° F(132° C)	310° F(154° C)
PG 70-22	290° F(143° C)	330° F(166° C)
PG 76-22	290° F(143° C)	330° F(166° C)
PG82-22	290° F(143° C)	330° F(166° C)

The temperature for Grading AS and Grading ACRL mixtures shall be between 225 and 275° F(110 and 135° C), except when modified binders are used, and then the temperatures shall be between 275 and 330°F (135 and 166°C). Aggregate should be coated and no visible drain down should occur in storage silos or hauling equipment.”

TDOT
MATERIALS & TESTS DIVISION

NEW SPECIFICATION !!!!!!!!

67

Mix Temperature:

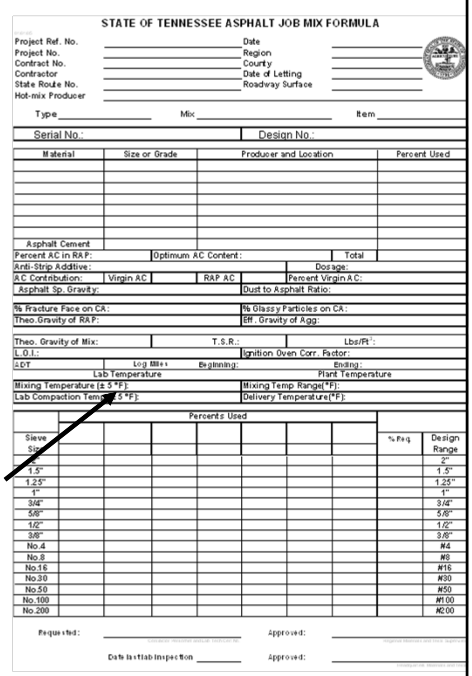
Lab Compaction Temp.

- Established during mix design process

- Found on JMF

Lab Temperature	
Mixing Temperature (± 5 °F):	
Lab Compaction Temp (± 5 °F):	**300°**

295° - 305°



STATE OF TENNESSEE ASPHALT JOB MIX FORMULA

Project Ref. No. | Date
Project No. | Region
Contract No. | County
Contractor | Date of Letting
State Route No. | Roadway Surface
Hot-mix Producer

Type | Mix | Item

Serial No.: | Design No.:

Material	Size or Grade	Producer and Location	Percent Used
Asphalt Cement			

Percent AC in RAP: | Optimum AC Content: | Total
Anti-Strip Additive: | Dosage:
AC Contribution: | Virgin AC | RAP AC | Percent Virgin AC:
Asphalt Sp. Gravity: | Dust to Asphalt Ratio:
% Fracture Face on CA: | % Glassy Particles on CA:
Theo.Gravity of RAP: | Eff. Gravity of Agg:
Theo. Gravity of Mix: | T.S.R.: | Lbs/Ft³:
L.O.I.: | Ignition Oven Corr. Factor:
ADT | Log Miles | Beginning: | Ending:

Lab Temperature | Plant Temperature
Mixing Temperature (± 5 °F): | Mixing Temp Range(°F):
Lab Compaction Temp (± 5 °F): | Delivery Temperature(°F):

Sieve Size	Percents Used							% Req.	Design Range
2"									2"
1.5"									1.5"
1.25"									1.25"
1"									1"
3/4"									3/4"
5/8"									5/8"
1/2"									1/2"
3/8"									3/8"
No.4									#4
No.8									#8
No.16									#16
No.30									#30
No.50									#50
No.100									#100
No.200									#200

Requested: | Approved:
Date last lab inspection | Approved:

TDOT
MATERIALS & TESTS DIVISION

Ten Minute Boil Test (Stripping)

Field Test

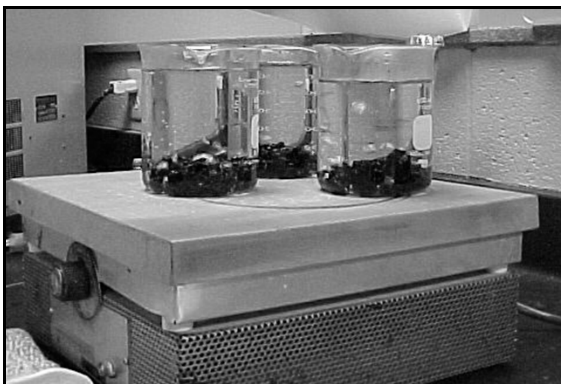
The completed mix will be tested for stripping at the asphalt plant as follows. From a sample of the completed mix, visually select a minimum of 50 grams of the **plus No. 4** (4.75 millimeters) material and place immediately in boiling water. Continue to boil for 10 minutes, pour off water and place coated aggregate on a paper towel. The coated aggregate shall not show any evidence of stripping as determined by a visual inspection.

TDOT Spec. 407.03.E (testing Procedures)

- **Test performed by <u>project inspector</u>**

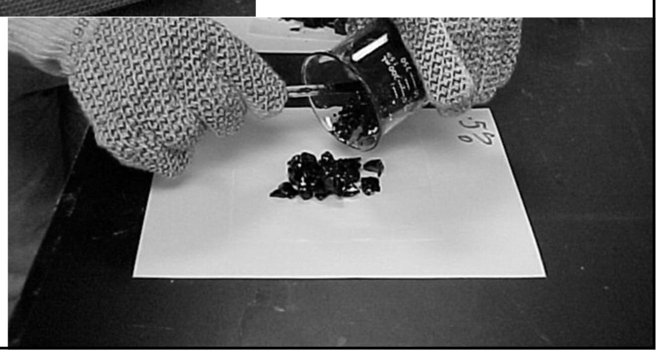
TDOT
MATERIALS & TESTS DIVISION

69

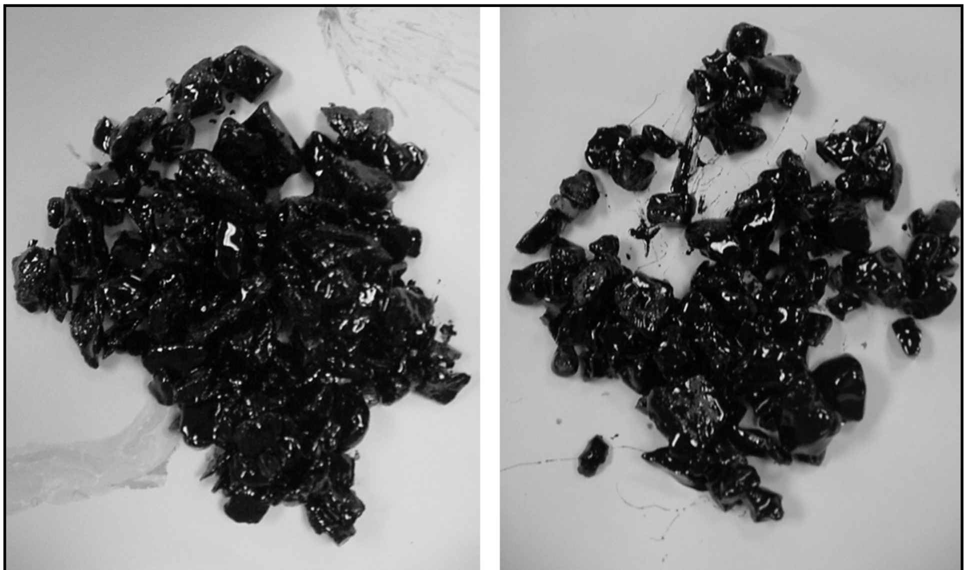


10 Minute
Boil Test

(Field)



TDOT
MATERIALS & TESTS DIVISION



Which one looks more stripped?

TDOT
MATERIALS & TESTS DIVISION

71

Moisture Test

- Mixes with RAP only
- Sampled from BEHIND THE PAVER
- Test performed WEEKLY by CONTRACTOR
- Maximum moisture content of 0.1%
- Test performed IAW AASHTO T-255

TDOT
MATERIALS & TESTS DIVISION

72

Sampling and Testing

Hot Mix Asphalt

(Mix grades B, BM, BM2, C, CW, D, E, CS, S, SGC, SMA)

- T-164 Solvent Extraction / T-308 Ignition Furnace
- T-30 Sieve Analysis of Residual Aggregate
- T-245 Marshall Specimens (T-312 for S, SGC, SMA)
- T-166 Bulk Density T-305 Draindown (SMA) % Loss on Ignition (L.O.I.) -411 D, S, SMA, SGC
- ASTM 4867 TSR

TDOT
MATERIALS & TESTS DIVISION

73

Sampling and Testing

Hot Mix Asphalt

(Mix grades B, BM, BM2, C, CW, D, E, CS, S, SGC, SMA)

T-245 Marshall Specimens (T-312 for S, SGC, SMA) *
T-166 Bulk Density *
T-305 Draindown (SMA) *
ASTM 4867 TSR *

- Tests run during production by both contractor and DOT.
- Testing schedules determined by TDOT Sampling and Testing S.O.P.

(See TDOT Spec. 407.03)

TDOT
MATERIALS & TESTS DIVISION

74

AASHTO T-209

Theoretical Maximum Specific
Gravity and Density of Bituminous
Paving Mixtures

TDOT
MATERIALS & TESTS DIVISION

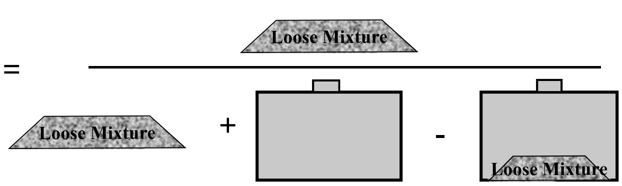
75

Maximum Specific Gravity of Compacted Mixture

AASHTO T- 209

Gmm = Rice Gravity = Maximum Gravity = Theoretical Gravity

G_{mm} =



TDOT
MATERIALS & TESTS DIVISION

76

Material must be split and quartered to the appropriate testing size.

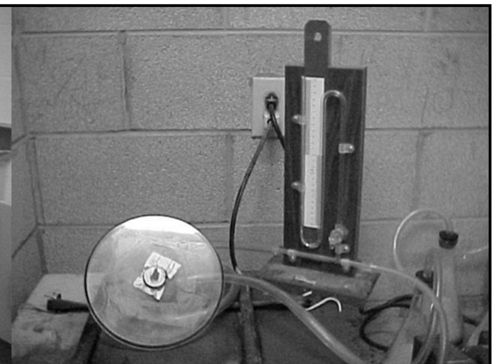
Opposite quarters are combined and the quartering process is repeated until...

TDOT
MATERIALS & TESTS DIVISION

The mix is then allowed to cool to room temperature.

The mix will also have to be crumbled into small particles. What’s the largest conglomerate particle that can remain?

TDOT
MATERIALS & TESTS DIVISION

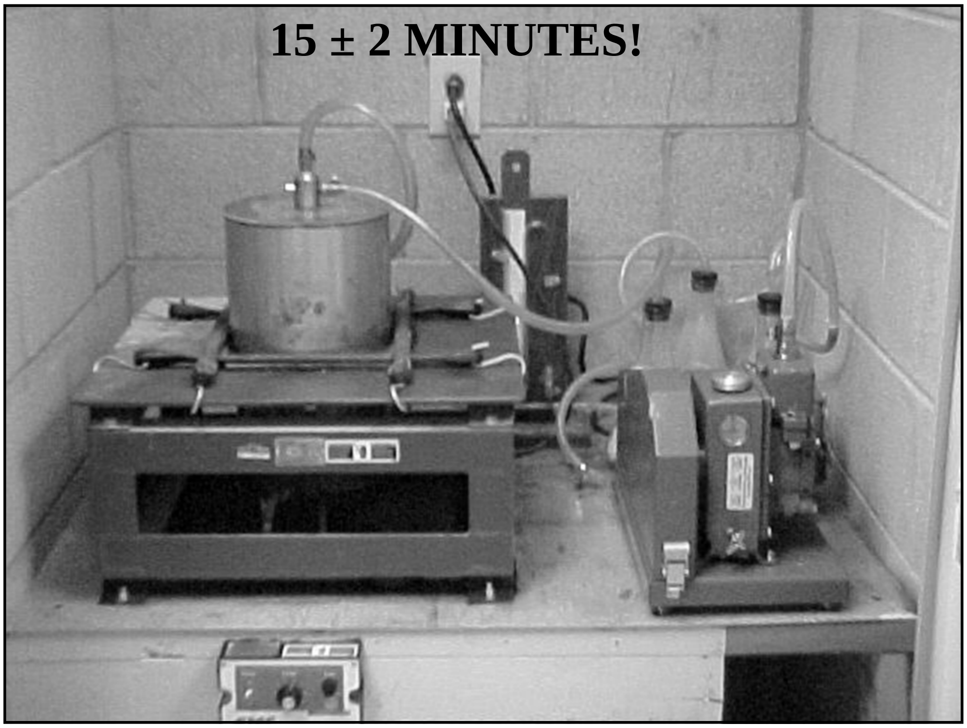

TDOT
MATERIALS & TESTS DIVISION

79

The mix is placed into a *calibrated* volumetric flask and it’s dry mass is determined.

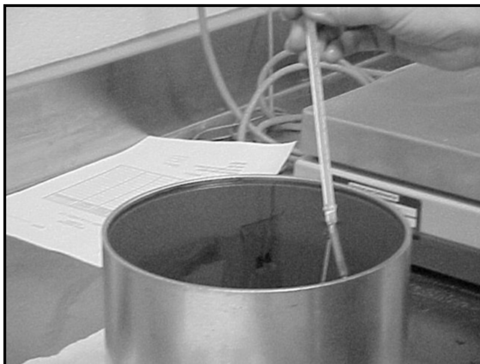
The mix is then covered (by about an inch) with water that is 77° F (25° C)

TDOT
MATERIALS & TESTS DIVISION



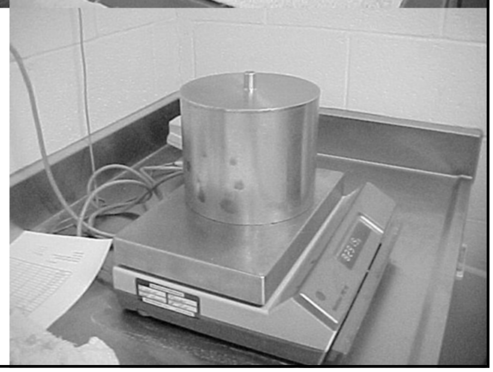
Slowly bleed the vacuum off using the required valve. Then fill the flask with 77° water.

TDOT
MATERIALS & TESTS DIVISION



•After letting the flask sit for 10 minutes, record the water temperature and place the lid on the flask.

•Top off the water level, dry the outside of the flask, and record it's mass.



TDOT
MATERIALS & TESTS DIVISION

Maximum Specific Gravity of Compacted Mixture
AASHTO T-209 Calculations

CALCULATION OF MAXIMUM SPECIFIC GRAVITY:

WT. DRY SAMPLE (A)	1604.0
WT. FLASK FILLED WITH WATER (D)	7399.0
WT. FLASK FILLED WITH WATER & DRY SAMPLE (E)	8347.2

$$Gmm = \frac{A}{A + D - E} = \_\_\_\_\_\_$$

TDOT
MATERIALS & TESTS DIVISION

84

AASHTO T-245

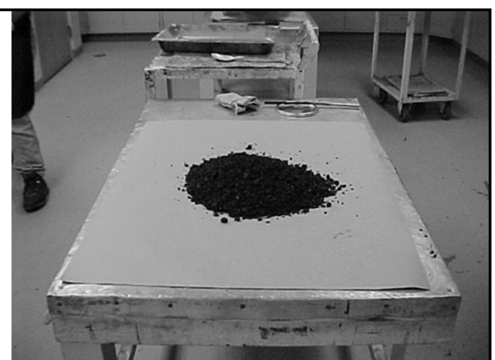
Resistance to Plastic Flow of Bituminous Mixtures Using Marshall Apparatus

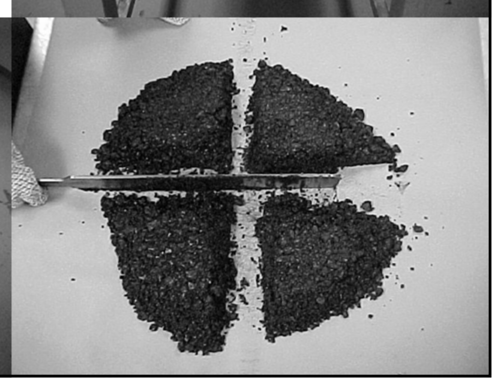
TDOT MATERIALS & TESTS DIVISION

85

Reduce sampled mix to appropriate specimen sizes (about 1200g) by splitting and quartering.

How many specimens do we need to compact?



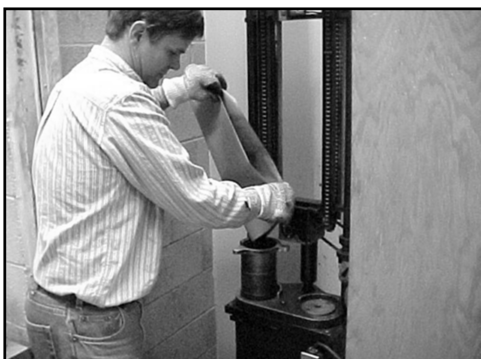


Assemble the preheated specimen molds and place a protection disc in the bottom.

At what temperature should the molds be kept preheated?

What about the mix?

87

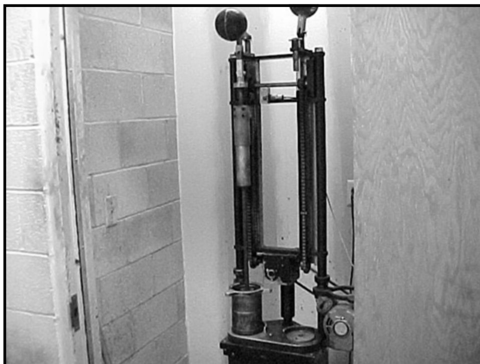


Load or “charge” the mold in one lift and spade the mix with a flat-blade spatula.

How many times should the mix be spaded?

Don’t forget to add the top specimen disc!

TDOT
MATERIALS & TESTS DIVISION



Once compaction is complete, remove the protection papers and carefully extrude the specimen from the mold. Then, the pills must be allowed to cool to room temperature prior to further testing.

…now we pause and go to T-166

AASHTO T-166

Bulk Specific Gravity of Compacted Bituminous Mixtures Using Saturated Surface-Dry

TDOT
MATERIALS & TESTS DIVISION

90

AASHTO T-166

- Used to determine the bulk specific gravity of a compacted specimen (G_{mb})
- Can be performed on either a lab or field compacted specimen (core)
- Three weights needed:
  - Dry Weight
  - Saturated Surface-Dry Weight (SSD)
  - Weight Submerged in Water

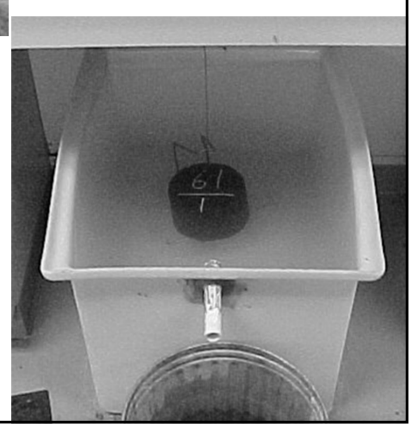
TDOT
MATERIALS & TESTS DIVISION

91

Step 1- record the mass of the specimen

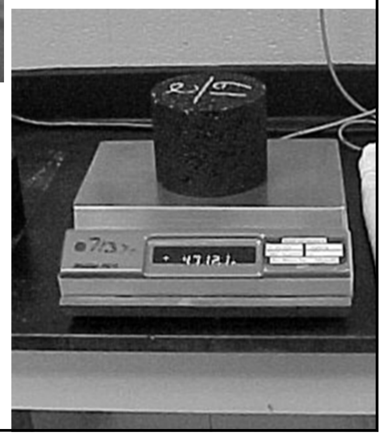
77° F !

Step 2- place the specimen in a basket suspended in water under a balance for 4 ± 1 minute



TDOT
MATERIALS & TESTS DIVISION

Step 3- blot lightly with a damp towel to remove excess exterior moisture



Step 4- re-weigh the specimen and record its SSD mass

TDOT
MATERIALS & TESTS DIVISION

AASHTO T-166
Calculations

$$\text{Bulk Specific Gravity } (G_{mb}) = \frac{\text{Dry Weight}}{\text{SSD Weight} - \text{Weight in Water}}$$

EXAMPLE:

Dry Wt:	1156 g
SSD Wt:	1161 g
Wt in Water:	665 g

TDOT
MATERIALS & TESTS DIVISION

94

Calculating Air Voids
(AASHTO T-269)

% Air Voids (Va) = 100 x (1 – A/B)

Where: A = bulk specific gravity of the pill (Gmb)

B = maximum specific gravity of the mix (Gmm)

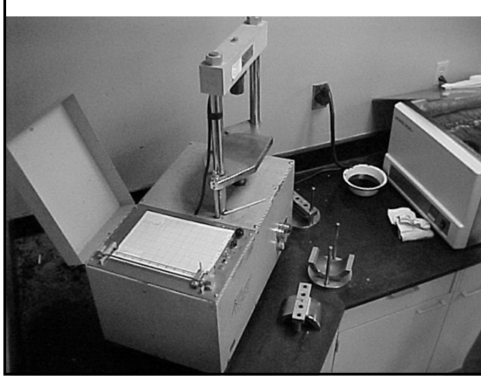
In our examples: Gmb = Gmm =

TDOT
MATERIALS & TESTS DIVISION

95

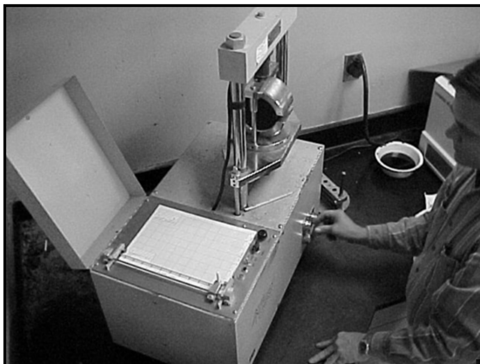
…Back to AASHTO T-245

Prior to testing in a Stability/Flow device, the pills must be conditioned at 140° F (60°C).



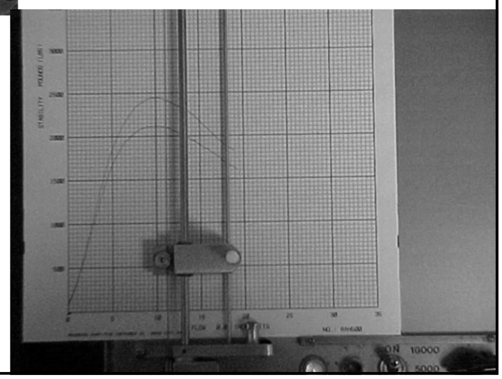
How long must they remain in the water bath? (or oven)

96



Once taken out of the conditioning bath, the specimen must be tested within 30 seconds. Why?

The stability/flow test data is recorded on a special graph chart. Multiple specimens can be shown on the same chart.



TDOT
MATERIALS & TESTS DIVISION

AASHTO T-164

(Method E-vacuum)

- *This is TDOT's ***STANDARD*** test method for determining the AC Content of either RAP or HMA*
- As an alternate method, AASHTO T-308 (Ignition Furnace) may be used, *but*…
- …a comparison solvent extraction must be performed at least once per week of production.

See RAP slides for more information*

TDOT
MATERIALS & TESTS DIVISION

98

AASHTO T-308

Determining the Asphalt Binder Content of HMA by the Ignition Method

TDOT
MATERIALS & TESTS DIVISION

99

AASHTO T-308

Determining the Asphalt Binder Content of HMA by the Ignition Method

- Furnace must be calibrated to <u>each different mix</u>.
- Use of furnace MUST be backed up weekly with a solvent extraction.
- Test is to be run at 538° C.
- Watch for broken aggregate.
- Do not use the furnace to cook Pilsbury canned biscuits.

TDOT
MATERIALS & TESTS DIVISION

100

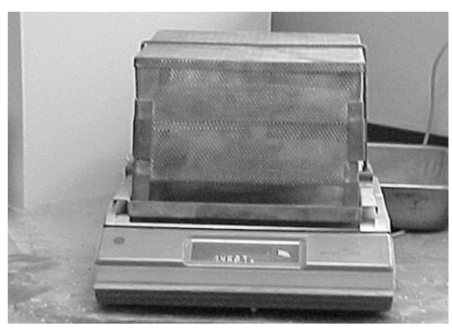
Begin by determining the correct sample size for the HMA being tested (T-308 TABLE 1).

Split the sample evenly between the two sample baskets…

101

Spread the material into a thin, even layer to ensure complete ignition of the binder.

Stack baskets and lock cover into place.



TDOT
MATERIALS & TESTS DIVISION

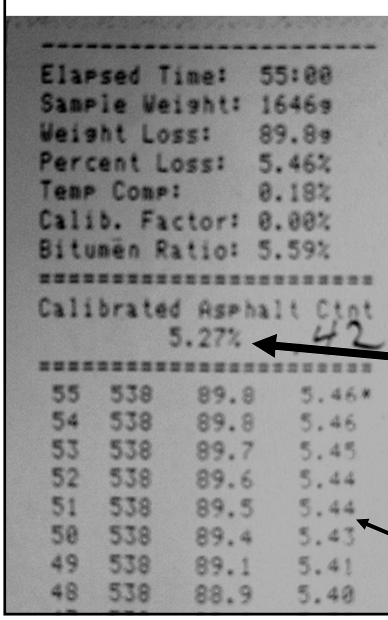
102

Place the basket/sample assembly into the furnace. Be careful not to let the assembly touch any part of the furnace wall.

Enter the sample mass, the testing temperature, and the pre-determined correction factor. Furnace will stop test when AC content is determined.

AASHTO T-308

Calculations



(Before Burnout)	
Total Wt. Sample & Basket	5000.0
Basket Wt.	3000.0
Wt. of Sample	2000.0
(After Burnout)	
Total Wt. Sample & Basket	4891.6
Basket Wt.	3000.0
Wt. of Sample	1891.6

Design A. C. (from JMF)	5.4
A. C. Content from N.C.A.T.tape	5.27
A.C. Content Deviation	**-0.13**

Test Print-out

104

ASTM D-4867

Standard Test Method for Effect of Moisture on Asphalt Concrete Paving Mixtures

(TSR Test)

TDOT
MATERIALS & TESTS DIVISION

105

ASTM D-4867

TSR Test

- Test run during verification on surface and binder mixes
- Requires the compaction of six specimens using plant-produced mix
- Specimens are compacted to achieve 7 % air voids
- Use the same compactive effort from the original design

TDOT
MATERIALS & TESTS DIVISION

106

ASTM D-4867

TSR Test

Step 1:

Determine the Gmb of the six compacted specimens.

Go ahead and calculate the % air voids verify they are in the acceptable range of 6.0 – 8.0 %

We must also measure and record the thickness or height of each specimen.

TDOT
MATERIALS & TESTS DIVISION

107

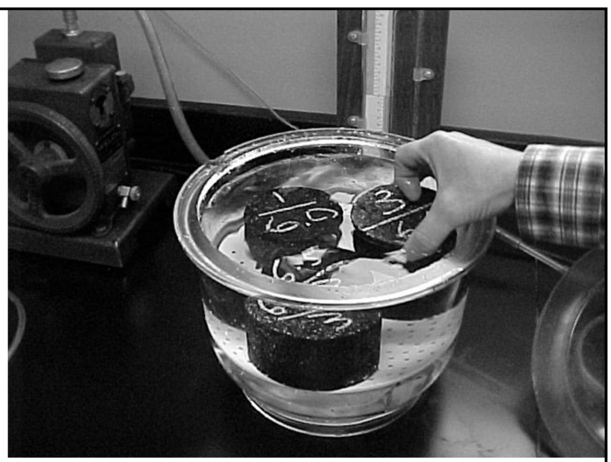
Sample I.D.	1	2	3	4	5	6
(inches) Diameter **D**	4.0	4.0	4.0	4.0	4.0	4.0
(inches) Thickness **T**	2.55	2.56	2.54	2.55	2.55	2.56
Dry Mass in Air **A**	1145.8	1148.0	1145.9	1143.3	1143.0	1144.3
SSD Mass **B**	1148.3	1152.1	1149.1	1150.3	1146.1	1149.2
Mass in Water **C**	635.7	637.9	634.4	636.4	632.6	634.6
Volume (**B-C**) **E**						
G_{mb} (**A**/**E**) **F**						
G_{mm} **G**	2.401	2.401	2.401	2.401	2.401	2.401
% Air Voids (100(**G-F**)/**G**) **H**						
Vol. Air Voids (**HE**/100) **I**		X			X	X

TDOT
MATERIALS & TESTS DIVISION

108

After dividing the 6 specimens into 2 subsets, we decide which subset is to be saturated and calculate the volume of air voids for each pill.

Volume (**B-C**) **E**						
G_{mb} (**A**/**E**) **F**						
G_{mm} **G**	2.401	2.401	2.401	2.401	2.401	2.401
% Air Voids (100(**G-F**)/**G**) **H**						
Vol. Air Voids (**HE**/100) **I**						
Dry Load **P**						
SSD Mass **B'**	1169.5		1171.6	1167.9		
Vol. Abs. Water (**B'-A**) **J'**						
% Saturation (100**J'**/**I**)						



We're now ready to saturate the subset in a container of water by using a vacuum to "pull" water into the specimens for just a few seconds.

The acceptable saturation range is from 55% to 80 % of the volume of air voids for each specimen.

If, after the initial vacuum, the saturation is less than 55 %, then the vacuum must be reapplied. What if it's greater than 80 %?

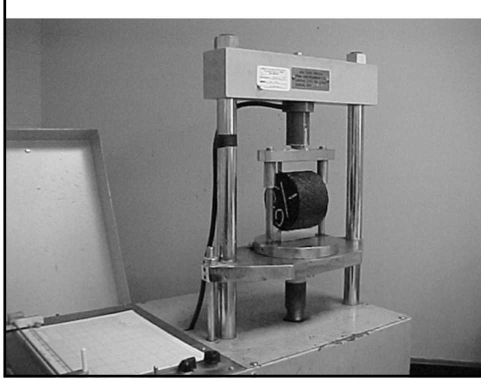
TDOT MATERIALS & TESTS DIVISION

110

Calculating the % saturation…

Volume (**B-C**) **E**	512.6	514.2	514.7	513.9	513.5	514.6
G_{mb} (**A/E**) **F**	2.235	2.233	2.226	2.225	2.226	2.224
G_{mm} **G**	2.401	2.401	2.401	2.401	2.401	2.401
% Air Voids (100(**G-F**)/**G**) **H**	6.9	7.0	7.3	7.3	7.3	7.4
Vol. Air Voids (**HE**/100) **I**	35.4		37.6	37.5		
Dry Load **P**						
SSD Mass **B'**	1169.5		1171.6	1167.9		
Vol. Abs. Water (**B'-A**) **J'**						
% Saturation (100**J'**/**I**)						

While the unconditioned (dry) subset sits on a shelf, the conditioned (wet) subset is placed in a 140°F water bath for 24 hours.



At the end of the conditioning period, both subsets are brought back to 77° and then tested using the indirect tensile breaking head.

112

Sample I.D.	1	2	3	4	5	6
(inches) Diameter **D**	4.0	4.0	4.0	4.0	4.0	4.0
(inches) Thickness **T**	2.55	2.56	2.54	2.55	2.55	2.56
Dry Load **P**		2350			2100	2000
Wet Load **P"**	1900		1600	1540		
Dry Strength (2**P**/**TD**π) S_{td}						
Wet Strength (2**P"**/**TD**π) S_{tm}						
TSR (100**Stm**/**Std**)		Average both S_{td} and S_{tm} before calculating TSR				

Avg Std = 133.8 Avg Stm = 104.9

Does this meet the specification for a mix with PG 76-22?

TDOT MATERIALS & TESTS DIVISION

113

Loss On Ignition
(L. O. I.)

- Performed on 411 D, 411 S, 411 SGC, 411 SMA
- Performed IAW TDOT Spec. 407.03.E
- Results Compared to Value Listed on JMF
- **L.O.I. IS A PAY FACTOR!!!!**

TDOT MATERIALS & TESTS DIVISION

114

L. O. I.

Test for Percent loss on ignition of the Mineral Aggregate in a Asphalt Paving Mixture.

Obtain a representative aggregate sample and weigh approximately **600** grams into an assayer's fire clay crucible which has been ignited to constant weight. The crucible must have a cover to prevent pop-out of aggregate while heating. The covered crucible and its contents is then ignited in a muffle furnace at 1742° F **(950° C)** to constant weight (minimum of **8 hours**). The crucible and contents are cooled to room temperature and weighed.

If the aggregate sample has been obtained by extraction with a vacuum extractor, the weights before and after ignition must be corrected for filter aid.

TDOT
MATERIALS & TESTS DIVISION

115

Record the mass of each container while empty, then fill them with the aggregate.

Next, record the mass of all of the containers filled with the aggregate.

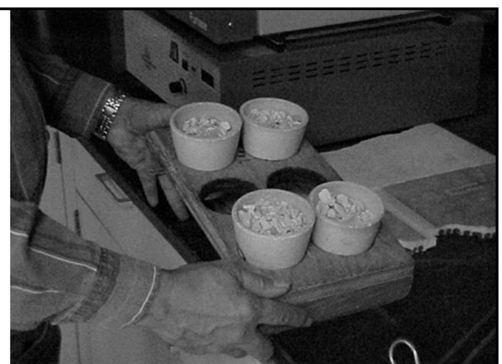
Place lids on all of the containers, and insert them into the furnace.

Place a piece of ceramic media on top of the lids to hold them in place.

At what temperature do we burn the aggregate?

How long do we burn the aggregate?

Notice how white the aggregate now appears.



Finally, again record the mass of all of the containers filled with the ignited aggregate.

1 **Determining Weight of Sample**

Note : Minimum Sample Size = 600 Grams

(A) Weight of Agg. From Burnout Oven		900.0
Weight of Sample Container (Crucible)	+	1100.0
Total Wt. Of Agg. + Sample Container	=	

2 **Determining Weight Loss**

Wt. of Container + Test Sample (Before Ignition)	
Wt. of Container + Test Sample (After Ignition)	
(B) Weight Loss	

3 **Calculating L.O.I. :**

L.O.I. = (B) Divided by (A) x 100

Inspector Farley Pinwheel

Title Pannido I

Remarks : No Filter Aid Used . Sample taken from Burnout oven

L. O. I.

(Calculations)

- Form found in workbook.
- Now we need to calculate our L.O.I. pay factor.

TDOT MATERIALS & TESTS DIVISION

119

L. O. I. Pay Factor Calculations

Case 1:

JMF L.O.I. Value:	10.0%	Difference:	
Mix L.O.I. Value:	11.1%	Percent Pay:	

Case 2:

JMF L.O.I. Value:	10.0%	Difference:	
Mix L.O.I. Value:	13.2%	Percent Pay:	

Case 1:

JMF L.O.I. Value:	10.0%	Difference:	
Mix L.O.I. Value:	17.2%	Percent Pay:	

TDOT MATERIALS & TESTS DIVISION

120

Sampling and Testing

Hot Mix Asphalt

(Mix grades A, AS, ACRL, TPB)

- Tests Run by TDOT Project Inspector
- T-2 (Belt Sampling)
- T-27 / T-11 Washed Sieve Analysis
- T-166 Bulk Density * (on A and AS mixes only)
- Mat Thickness Cores Cut by Contractor <u>(on 313 Treated Permeable Base Only)</u>

TDOT
MATERIALS & TESTS DIVISION

121

Sampling and Testing

Liquid AC

- Verification Samples
  - IAW TDOT S. O. P. Sampling And Testing Guide.
  - Obtained by Contractor; Witnessed by Inspector.
  - Obtained at Start-Up, then once a week thereafter.
- Rotational Viscosity Samples
  - IAW TDOT S. O. P. Sampling And Testing Guide.
  - Obtained by Contractor; Witnessed by Inspector.
  - Test once a week by TDOT inspector.

TDOT
MATERIALS & TESTS DIVISION

122

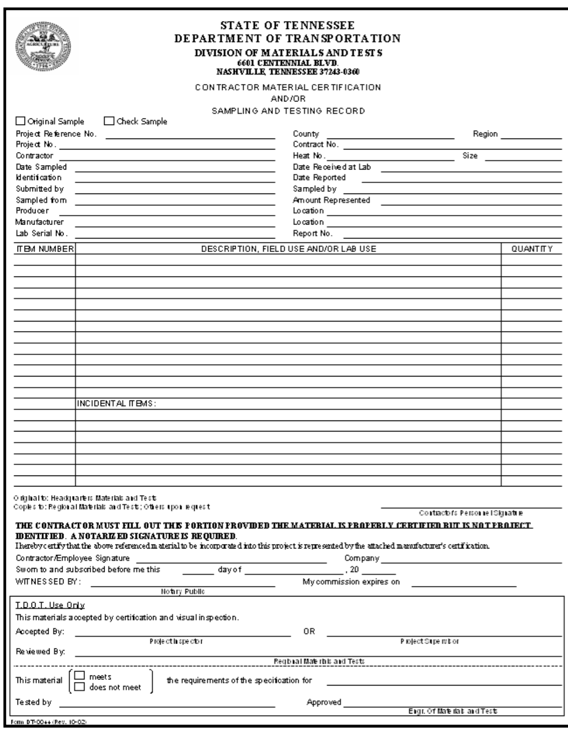
Sampling and Testing

Liquid AC

"Samples shall be secured by TDOT employees and submitted to Materials and Test Headquarters Laboratory with a completed DT-0044 and certification within 7 calendar days for testing. All samples shall be taken from the sampling valve on storage tanks. Before taking the verification sample, sufficient liquid asphalt (1 gallon minimum) shall be discarded to flush the sampling pipe of possible contaminants. The sample size shall be a minimum of 1 quart. All precautions must be taken to avoid contamination of samples."

TDOT
MATERIALS & TESTS DIVISION

123



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

CONTRACTOR MATERIAL CERTIFICATION
AND/OR
SAMPLING AND TESTING RECORD

☐ Original Sample ☐ Check Sample

Project Reference No. ______ County ______ Region ______
Project No. ______ Contract No. ______
Contractor ______ Heat No. ______ Size ______
Date Sampled ______ Date Received at Lab ______
Identification ______ Date Reported ______
Submitted by ______ Sampled by ______
Sampled from ______ Amount Represented ______
Producer ______ Location ______
Manufacturer ______ Location ______
Lab Serial No. ______ Report No. ______

ITEM NUMBER	DESCRIPTION, FIELD USE AND/OR LAB USE	QUANTITY
	INCIDENTAL ITEMS:	

Original to: Headquarters Materials and Tests
Copies to: Regional Materials and Tests; Others upon request

Contractor's Personnel Signature

THE CONTRACTOR MUST FILL OUT THIS PORTION PROVIDED THE MATERIAL IS PROPERLY CERTIFIED BUT IS NOT PROJECT IDENTIFIED. A NOTARIZED SIGNATURE IS REQUIRED.
I hereby certify that the above referenced material to be incorporated into this project is represented by the attached manufacturer's certification.

Contractor/Employee Signature ______ Company ______
Sworn to and subscribed before me this ______ day of ______, 20 ______
WITNESSED BY: ______ My commission expires on ______
Notary Public

T.D.O.T. Use Only
This materials accepted by certification and visual inspection.
Accepted By: ______ OR ______
Project Inspector / Project Supervisor
Reviewed By: ______
Regional Materials and Tests
This material ☐ meets ☐ does not meet the requirements of the specification for ______
Tested by ______ Approved ______
Engr. Of Materials and Tests

Form DT-0044 (Rev. 10-02)

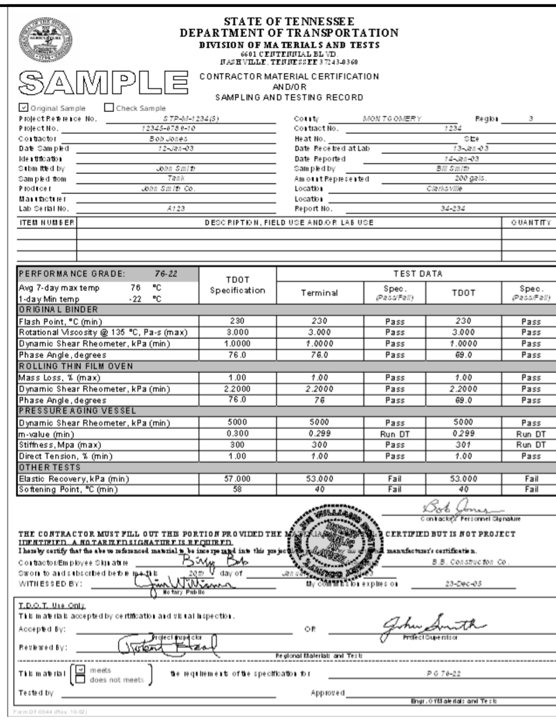
Sampling and Testing

Liquid AC

- ALL samples submitted to TDOT must be accompanied by Form DT-0044.

124

Sampling and Testing
Liquid AC



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

SAMPLE

CONTRACTOR MATERIAL CERTIFICATION
AND/OR
SAMPLING AND TESTING RECORD

☑ Original Sample ☐ Check Sample

Project Reference No.	STP-M-1234(5)	County	MONTGOMERY Region 3
Project No.	12345-0789-10	Contract No.	1234
Contractor	Bob Jones	Heat No.	Size
Date Sampled	12-Jan-03	Date Received at Lab	13-Jan-03
Identification		Date Reported	14-Jan-03
Submitted by	John Smith	Sampled by	Bill Smith
Sampled from	Tank	Amount Represented	200 gals.
Producer	John Smith Co.	Location	Clarksville
Manufacturer		Location	
Lab Serial No.	A123	Report No.	34-234

ITEM NUMBER	DESCRIPTION, FIELD USE AND/OR LAB USE	QUANTITY

PERFORMANCE GRADE: 76-22	TDOT Specification	TEST DATA			
Avg 7-day max temp 76 °C 1-day Min temp -22 °C		Terminal	Spec. (Pass/Fail)	TDOT	Spec. (Pass/Fail)
ORIGINAL BINDER					
Flash Point, °C (min)	230	230	Pass	230	Pass
Rotational Viscosity @ 135 °C, Pa-s (max)	3.000	3.000	Pass	3.000	Pass
Dynamic Shear Rheometer, kPa (min)	1.0000	1.0000	Pass	1.0000	Pass
Phase Angle, degrees	76.0	76.0	Pass	69.0	Pass
ROLLING THIN FILM OVEN					
Mass Loss, % (max)	1.00	1.00	Pass	1.00	Pass
Dynamic Shear Rheometer, kPa (min)	2.2000	2.2000	Pass	2.2000	Pass
Phase Angle, degrees	76.0	76	Pass	69.0	Pass
PRESSURE AGING VESSEL					
Dynamic Shear Rheometer, kPa (min)	5000	5000	Pass	5000	Pass
m-value (min)	0.300	0.299	Run DT	0.299	Run DT
Stiffness, Mpa (max)	300	300	Pass	301	Run DT
Direct Tension, % (min)	1.00	1.00	Pass	1.00	Pass
OTHER TESTS					
Elastic Recovery, kPa (min)	57.000	53.000	Fail	53.000	Fail
Softening Point, °C (min)	58	40	Fail	40	Fail

Bob Jones
Contractor's Personnel Signature

THE CONTRACTOR MUST FILL OUT THIS PORTION PROVIDED THE M[illegible] CERTIFIED BUT IS NOT PROJECT IDENTIFIED. A NOTARIZED SIGNATURE IS REQUIRED.
I hereby certify that the above referenced material to be incorporated into this project [illegible] manufacturer's certification.
Contractor/Employee Signature Billy Bob B.B. Construction Co.
Sworn to and subscribed before me this 20th day of January [illegible]
WITNESSED BY: Jim Williams My commission expires on 23-Dec-05
Notary Public

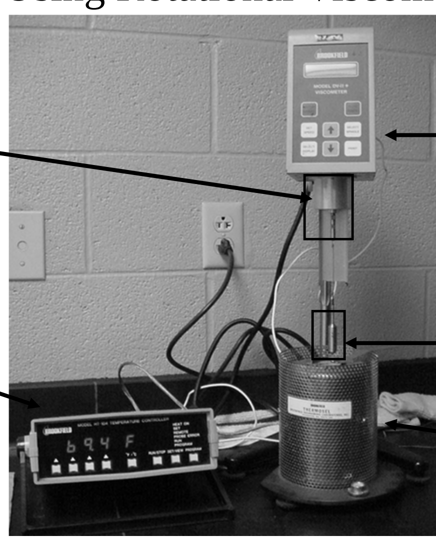
T.D.O.T. Use Only
This material is accepted by certification and visual inspection.
Accepted By: ______ OR John Smith
Project Inspector Project Supervisor
Reviewed By: Robert Hazel
Regional Materials and Tests

This material ☑ meets ☐ does not meets the requirements of the specification for P G 76-22
Tested by ______ Approved ______
Engr. of Materials and Tests

Form DT-0044 (Rev. 10-02)

TDOT
MATERIALS & TESTS DIVISION

AASHTO T-316
Viscosity Determination of Asphalt binder Using Rotational Viscometer



Calibrated Torque Spring

Viscometer

Controller

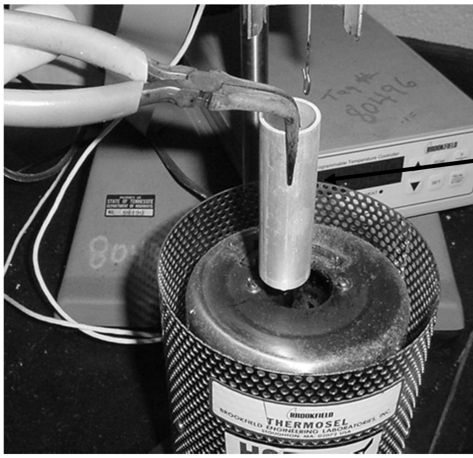
27 Spindle

Thermosel (heater)

TDOT
MATERIALS & TESTS DIVISION

126

AASHTO T-316



- Set Temp. Controller to 275° F (135° C)
- Fill sample tube with AC and insert into Thermosel
- Set viscometer spindle at 20 RPM
- After a 10-minute equilibrium period, take three readings at increments of 1 minute.

TDOT
MATERIALS & TESTS DIVISION

127

AASHTO T-316

<u>Viscometer Test</u>

In addition to the above, a rotational viscometer, meeting ASTM D4402 requirements with a thermostatically controlled cell will be required at all hot mix asphalt mix plants using modified liquid asphalt products. A minimum of 1 test per day shall be run on samples taken from the contractor’s storage tank or from a sampling port after the material is in-line blended if the grade of the material is being changed at the hot-mix plant. Viscosity values shall be in the following ranges when tested at 275 F.(135° C):

	PG-70-22	PG 76-22	PG 82-22
Viscosity range (cP)	650-3,000	1,000-3,000	2,000-4,000*

TDOT
MATERIALS & TESTS DIVISION

128

Density

Field Density

- Performed by TDOT Project Roadway Inspector
- Nuclear Gauge used for testing.
- Gauge correction must be established with cores cut from test strip.

TDOT
MATERIALS & TESTS DIVISION

129

CALIBRATING NUCLEAR DENSITY GAUGE WITH ASPHALT CORES

Ref. No. 0 County MADISON Region 4 Date

Project No. 0 Contr. No. 0 Type Mix 307-BM2 w/PG 64-22

Gauge No. Standard Count Control Strip No.

Typical test pattern for end section combining all rollers

1 ☑	7 ☑
2 ☑	8 ☑
3 ☑	9 ☑
4 ☑	10 ☑
5 ☑	11 ☑
6 ☑	12 ☑

Min. Size
9' x 400'
10' x 360'
11' x 330'
12' x 300

		(1)	(A)	(C)	(B)	Theoretical Density =				lbs/cu.ft.
Site No.	Gauge Reading	Density lbs/cu.ft.	Core Wt. (Dry)	Core Wt. (Wet)	(Blot Dry	Core * Sp. Gr.	Density lbs./cu.ft.	% Density	Cores Depth	% H_2O ** Absorbed
1						0.000	0.00	#DIV/0!		0.00%
2						0.000	0.00	#DIV/0!		0.00%
3						0.000	0.00	#DIV/0!		0.00%
4						0.000	0.00	#DIV/0!		0.00%
5						0.000	0.00	#DIV/0!		0.00%
6						0.000	0.00	#DIV/0!		0.00%
7						0.000	0.00	#DIV/0!		0.00%
8						0.000	0.00	#DIV/0!		0.00%
9						0.000	0.00	#DIV/0!		0.00%
10						0.000	0.00	#DIV/0!		0.00%
	Avg. =	**#DIV/0!**	lbs/cu.ft.		Avg. =	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**		

NOTE: Nuclear Density Gauge Correction = + or - #DIV/0! lbs./cu.ft. (core - gauge)

* Core Sp. Gr. = (Wt. Dry) / (Blot Dry)- (Wt. Water)

Example: wt. dry =699grams; water =385grams; blot dry =710grams

Core Sp. Gr. = 699 / 710 - 385

Sp. Gr. = 2.15

** Percent Water Absorbed by Volume = $\frac{B - A}{B - C} \times 100$

A= mass in grams of sample in air
B= mass in grams of SSD specimen in air
C= mass in grams of sample in water

Insp.
Title

Density

Lab/Core Density

- Performed on test strip cores in Lab.
- Test run by TDOT Plant Inspector
- AASHTO T-166
- Data reported on form at left.

130

Sampling and Testing Homework In-Class Handout
AASHTO T-164/T-30, T-166/T-245, Fractured Face Count

Instructions:

Complete the worksheet and answer the following questions:

a) What is the calculated AC content? ____________________

b) What is the % passing the # 8 seive? ____________________

c) What is the dust to asphalt ratio? ____________________

d) Does this test meet AASHTO specifications? If not, why? __________

____

____

e) What is the average stability for the AM test? ____________________

f) What is the average bulk specific gravity for the AM test? ____________________

g) What are the average air voids for the PM test? ____________________

Type Mix **307-BM2 w/PG 64-22** **Proj. No.** ______

Date **01/12/05** **Inspector** ______

	(1)	(2)
Weight of Filter Aid Used	100	
Weight of Filter Paper	11.5	
Weight of Mix Sample + Container	2135.7	
Wt. Of Container	- 545	
(1) Wt. Of Mix sample		

After Extracting A . C .

	(1)	(2)
Wt. Of Filter Aid + Filter Paper + (-200) Mtl	221.6	
Wt. Of Filter Aid + Filter Paper	-	
(2) Wt. Of (-200) Mtl.		
Weight of Extracted Aggregate + Pan	1795.2	
Wt. Of Pan	- 395.1	
(3) Wt. Of Extracted Aggregate		
(4) Total Wt. Of Aggregate = (2) + (3) =		
(5) Wt. Of Extracted Asphalt = (1) - (4) =		

$$\% \text{ A. C.} = \frac{\text{Weight of Extracted Asphalt}}{\text{Weight of Mix Sample}} \times 100 = \_\_\_\_\_$$

SIEVE ANALYSIS

AASHTO T-30

(1)

Sieve	Wt. Ret.	% Ret.	% Pass
1 1/2"			
1 1/4"	0		
1"	-		
3/4"	109		
5/8"	-		
1/2"	-		
3/8"	521		
# 4	796		
# 8	1006		
# 30	1291		
# 50	1376		
# 100	1398		
# 200	1431		
			D.A.R.
Total Agg. Wt. =			

(2)

Sieve	Wt. Ret.	% Ret.	% Pass
1 1/2"			
1 1/4"			
1"			
3/4"			
5/8"			
1/2"			
3/8"			
# 4			
# 8			
# 30			
# 50			
# 100			
# 200			
			D.A.R.
Total Agg. Wt. =			

Fract. Face Count
No. particles ______
No. fractured ______
% fractured ______

Glassy Particles
total wt. ______
wt. Glassy ______

MARSHALL MIX DESIGN

Rev. 2-1-2000

Date		Cont. No.	Contractor
Type Mix	307 BM2 PG 64-22	County	No. Hammer Blows 75
Proj. No.		Region	sp.gr. a.c. 1.032

Sample No.	% AC	% Agg.	Weight Marshall In Air	S S D	Grams Specimen In Water	Volume Marshall Specimen	Bulk Sp.Gr. Marshall Specimen	Theo. Gravity Mix	Effective Gravity Aggs.	% Voids Total Mix	% Voids Min. Agg. (VMA)	% Voids Filled With AC	Unit Wt. (PCF)	Stability Lbs.	Flow (.01")
	A	B	C	D	E	F	G	H	I	J	K	L	M	O	P
1	5.06		1193.5	1194.9	689.1			2.450						2450	14.6
2	A.M.		1197.4	1199.3	691.4									2300	15.9
3	Sample		1196.1	1198.0	690.8									2350	15.8
						Average							Average		
1															
2															
3															
						Average							Average		
1															
2															
3															
						Average							Average		
1															
2															
3															
						Average							Average		
1	4.83		1191.3	1193.2	685.7			2.450						2450	16.1
2	P.M.		1190.4	1191.2	684.1									2375	15.4
3	Sample		1189.9	1192.0	686.2									2500	14.9
						Average							Average		

*Theo. Grav. Mix (H) As Determined By AASHTO T--209

Agg. loss on ignition (loi)		Recommended AC content		Efff. Gr. Aggs.	B / 100 / H - A / Sp. gr. AC
Agg. fractured face count		Theoretical Gravity	2.450		
Agg. glassy particles		Dust to asphalt ratio (dar)			
Agg. absorption		Amount & type of anti-strip		Theo. Grav.	100 / A /Sp. Gr. AC + B / I
Agg. bulk Sp. Gr.		Mix tensile strength ratio (tsr)		(at any ac content)	
Agg. apparent Sp. Gr.					
Grams for 2.5" specimen		Approved			

Sampling and Testing Homework Handout
AASHTO T-164/T-30, T-166/T-245, Fractured Face Count

Instructions:

Complete the worksheet and answer the following questions:

a) What is the calculated AC content? ____________________

b) What is the % passing the #4 seive? ____________________

c) What is the dust to asphalt ratio? ____________________

d) Does this test meet AASHTO specifications? If not, why? __________

____

____

e) What is the % fractured faces? ____________________

f) What is the average bulk specific gravity for the AM test? ____________________

g) What are the average air voids for the PM test? ____________________

EXTRACTION SAMPLE

Type Mix **411-D PG 64-22** **Proj. No.** ____

Date **01/12/05** **Inspector** ____

	(1)	(2)
Weight of Filter Aid Used	100	
Weight of Filter Paper	11.3	
Weight of Mix Sample + Container	2125.4	
Wt. Of Container	- 525	
(1) Wt. Of Mix sample		

After Extracting A . C .

	(1)	(2)
Wt. Of Filter Aid + Filter Paper + (-200) Mtl	209.4	
Wt. Of Filter Aid + Filter Paper	-	
(2) Wt. Of (-200) Mtl.		
Weight of Extracted Aggregate + Pan	1802.4	
Wt. Of Pan	- 400	
(3) Wt. Of Extracted Aggregate		
(4) Total Wt. Of Aggregate = (2) + (3) =		
(5) Wt. Of Extracted Asphalt = (1) - (4) =		

% A. C. = Weight of Extracted Asphalt / Weight of Mix Sample x 100 = ____ ____

SIEVE ANALYSIS

AASHTO T-30

(1)

Sieve	Wt. Ret.	% Ret.	% Pass
1 1/2"			
1 1/4"	-		
1"	-		
3/4"	-		
5/8"	0		
1/2"	15.6		
3/8"	251.4		
# 4	691.7		
# 8	956.8		
# 30	1172.1		
# 50	1263.0		
# 100	1391.8		
# 200	1412.5		
			D.A.R.
Total Agg. Wt. =	1500.4		0.94

(2)

Sieve	Wt. Ret.	% Ret.	% Pass
1 1/2"			
1 1/4"			
1"			
3/4"			
5/8"			
1/2"			
3/8"			
# 4			
# 8			
# 30			
# 50			
# 100			
# 200			
			D.A.R.
Total Agg. Wt. =			

Fract. Face Count

No. particles	218
No. fracture	147
% fractured	

Glassy Particles

total wt.	
wt. Glassy	

MARSHALL MIX DESIGN

Date		Cont. No.		Contractor	
Type Mix	411-D w/PG 64-22	County		No. Hammer Blows	75
Proj. No.		Region		sp.gr. a.c.	1.032

Sample No.	% AC	% Agg.	Weight Marshall In Air	S S D	Grams Specimen In Water	Volume Marshall Specimen	Bulk Sp.Gr. Marshall Specimen	Theo. Gravity Mix	Effective Gravity Aggs.	% Voids Total Mix	% Voids Min. Agg. (VMA)	% Voids Filled With AC	Unit Wt. (PCF)	Stability Lbs.	Flow (.01")
	A	B	C	D	E	F	G	H	I	J	K	L	M	O	P
1	6.24		1189.2	1191.6	683.5			2.445						2175	13.7
2	A.M.		1188.5	1190.4	682.9									2150	13.8
3	Sample		1190.1	1192.3	683.9									2200	14.2
						Average							Average		
1															
2															
3															
						Average							Average		
1															
2															
3															
						Average							Average		
1															
2															
3															
						Average							Average		
1	5.92		1191.3	1193.2	682.4			2.435						2345	14.8
2	P.M.		1190.4	1191.2	680.4									2275	13.9
3	Sample		1189.9	1192.0	681									2175	15.2
						Average							Average		

*Theo. Grav. Mix (H) As Determined By AASHTO T--209

Agg. loss on ignition (loi)		Recommended AC content		Efff. Gr. Aggs.	B / 100 / H - A / Sp. gr. AC
Agg. fractured face count		Theoretical Gravity	2.445		
Agg. glassy particles		Dust to asphalt ratio (dar)			
Agg. absorption		Amount & type of anti-strip		Theo. Grav. (at any ac content)	100 / A /Sp. Gr. AC + B / I
Agg. bulk Sp. Gr.		Mix tensile strength ratio (tsr)			
Agg. apparent Sp. Gr.					
Grams for 2.5" specimen		Approved			

$$\text{Efff. Gr. Aggs.} = \frac{B}{100/H - A/\text{Sp. gr. AC}}$$

$$\text{Theo. Grav. (at any ac content)} = \frac{100}{A/\text{Sp. Gr. AC} + B/I}$$

Daily Plant Reports & Pay Factors

Tying Everything Together

TDOT
MATERIALS & TESTS DIVISION

The Basics

- Both types of Plants have their own Daily Plant Reports
  - Drum Plant: DT 1399
  - Batch Plant: DT 0267
- Extra Forms can be found in your Field Book
- Or at our website:

http://www.tdot.state.tn.us/Chief_Engineer/assistant_engineer_operations/materials/fieldops/default.htm

TDOT
MATERIALS & TESTS DIVISION

Now what do we do?!

- We've run a lot of tests.
- It's the end of the day
- It's time to start filling out the paperwork

TDOT
MATERIALS & TESTS DIVISION

Batch Plants

TDOT
MATERIALS & TESTS DIVISION

Step 1 – Fill in the info that comes from the JMF

Step 2 – Fill in the info that comes from the Control House (tonnage)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

DAILY REPORT OF ASPHALT PLANT INSPECTION
BATCH PLANT

Item No. 411.01.07
State Rt. 121-122 — Date 27-Aug-03
Report No. 3 — Region 3
Reference No. SP — County Lincoln
Project No. 12345-6789-10 — Prime Contractor Lincoln Asphalt
Air Tem. Min. ____ Max. ____ Grading 411-E w/ RAP — Contract No. 12345
Make of Plant & Loc.: Barber - Fayetteville, TN — Subcontractor ____
Tonnes (Tons): RAP 120.56 — Virgin AC *39.89* — Mineral Aggregate 712.24 — Total Mix 872.69
Stripping Test OK — Dust Coating +4.75 mm (No. 4) Material ____ — Silicone Used No
Fractured Face Count ____ — % Glassy Particles by Weight ____ — Moisture if Recycle ____
Anti-Stripping Yes — Brand Portland — Percent Used 0.3 — L (Gal) Used 23.9

Material	Producer	Batch Weight Bin No.	Batch Weight kg (lbs.)	Batch Weight Percent	Mix Temperature	
A.C.	Ergon, Nashville, TN	5				
C.A.	Lincoln Asphalt, Fayetteville, TN	4	1128.0	18.0		
Med C.A.	Rogers Group, Fayetteville, TN	3	564.0	9.4		
Screenings	Rogers Group, Fayetteville, TN	2	1128.0	18.8		
Sand	Cumberland Mountain Sand, Hillsboro, TN	1	2820.0	47.0		
Filler (Bins)		A.C.	3.6	6.0		
Anti-Strip	Pavebond Lite	Total	6000.0	100.0		

TDOT
MATERIALS & TESTS DIVISION

Continued

Step 1 – Fill in from JMF

Screens \ Bin No. (Percent Passing)	Aggregate Analysis Hot Bins 5	4	3	2	1	Calc.	Aggregate Analysis Hot Bins 5	4	3	2	1	Calc.	Gradation Complete Mix			Job Mix Requested Percent
% Used		*20*	*10*	*20*	*50*								Design No.			
50 mm (2 in.)																
37.5 mm (1-1/2 in.)																
31.5 mm (1-1/4 in.)																
25.0 mm (1 in.)																
19.0 mm (3/4 in.)																
16.0 mm (5/8 in.)													100.0			100.0
12.5 mm (1/2 in.)													98.4			98.1
9.5 mm (3/8 in.)													88.5			88.1
4.75 mm (No. 4)													63.3			62.2
2.36 mm (No. 8)													48.4			48.1
600 µm (No. 30)													27.4			26.9
300 µm (No. 50)													17.2			17.1
150 µm (No. 100)													11.5			11.1
75 µm (No. 200)													8.2			7.8
% A.C.												6.0	6.0			6.0

Method Used to Obtain Complete Mix Gradation ____

Remarks: *Contractor advised of all test results.*

Original to:
Headquarters Materials and Tests
Copies to:
Regional Materials and Tests
Project Supervisor

Signed Billy Bob
Title *Transportation Assistant II*

Form DT-0267 (Rev. 10-02)

Step 3 – Fill out Test Results

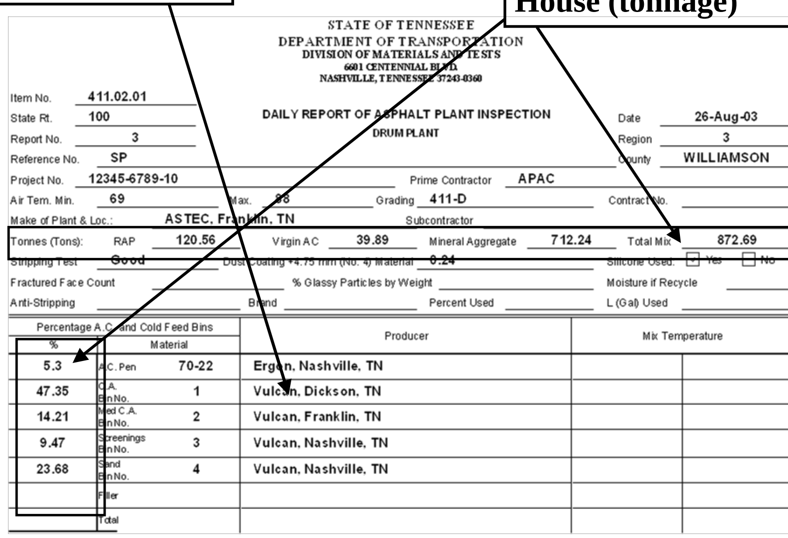
TDOT
MATERIALS & TESTS DIVISION

Drum Plants

TD T
MATERIALS & TESTS DIVISION

Step 1 – Fill out info from JMF

Step 2 – Fill out info that comes from the Control House (tonnage)


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

DAILY REPORT OF ASPHALT PLANT INSPECTION
DRUM PLANT

Item No. 411.02.01
State Rt. 100
Report No. 3
Reference No. SP
Date 26-Aug-03
Region 3
County WILLIAMSON
Project No. 12345-6789-10
Prime Contractor APAC
Air Tem. Min. 69 Max. 88 Grading 411-D Contract No.
Make of Plant & Loc.: ASTEC, Franklin, TN Subcontractor
Tonnes (Tons): RAP 120.56 Virgin AC 39.89 Mineral Aggregate 712.24 Total Mix 872.69
Stripping Test Good Dust Coating +4.75 mm (No. 4) Material 0.24 Silicone Used: Yes No
Fractured Face Count % Glassy Particles by Weight Moisture if Recycle
Anti-Stripping Brand Percent Used L (Gal) Used

Percentage A.C. and Cold Feed Bins			Producer	Mix Temperature	
%	Material				
5.3	A.C. Pen	70-22	Ergon, Nashville, TN		
47.35	C.A. Bin No.	1	Vulcan, Dickson, TN		
14.21	Med C.A. Bin No.	2	Vulcan, Franklin, TN		
9.47	Screenings Bin No.	3	Vulcan, Nashville, TN		
23.68	Sand Bin No.	4	Vulcan, Nashville, TN		
	Filler				
	Total				

TD T
MATERIALS & TESTS DIVISION

Continued

Step 3 – Fill out Test Results

Step 1 – Fill out info from JMF

Sample No. / Screens (Percent Passing)	Aggregate Analysis Combined Agg. Feed To Drum					Design No. Gradation Complete Mix			Job Mix Requested %	Min. Agg. Load Cell Weights
50 mm (2 in.)										Total Tonnes (Tons) Mix, Dry:
37.5 mm (1-1/2 in.)										% Diff./Truck Wts:
31.5 mm (1-1/4 in.)										
25.0 mm (1 in.)										
19.0 mm (3/4 in.)										
16.0 mm (5/8 in.)						100			100	
12.5 mm (1/2 in.)						96.4			94.9	Asphalt Calculations
9.5 mm (3/8 in.)						84.7			81.4	A.C. Meter, L(gal):
4.75 mm (No. 4)						57.3			54.2	kg/L (lbs/gal) A.C.:
2.36 mm (No. 8)						43.2			41.9	
600 µm (No. 30)						26.4			25.2	A.C. Wasted, Tonnes (tons):
300 µm (No. 50)						10.9			10	Actual % A.C.:
150 µm (No. 100)						6.1			5.5	
75 µm (No. 200)						4.7			4.2	
					% A.C.	5.53				

Method Used to Obtain Complete Mix Gradation

Remarks:

Original to:
Headquarters Materials and Tests
Copies to:
Regional Materials and Tests
Project Supervisor
Form DT-1399 (Rev. 10-02)

Signed John Smith

Title *Transportation Technician II*

TDOT
MATERIALS & TESTS DIVISION

Pay Factors

TDOT
MATERIALS & TESTS DIVISION

Subsection 407.20, Table 407-2, Revise table to the following:

The percents passing the sieves will be determined in accordance with AASHTO T-30.

TABLE 407-2

ACCEPTANCE SCHEDULE OF PAYMENT (Asphalt Plant Mix Characteristics)			
Characteristics	**Pay Factor**	**Average Arithmetic Deviation of the Lot Acceptance Test from the Job Mix Formula**	
		1 Test	2 Tests or more
Asphalt Cement	1.00	0.00-0.30	0.00-0.25
Content ***	0.95	0.31-0.35	0.26-0.30
(Extraction or	0.90	0.36-0.40	0.31-0.35
ignition oven)	0.80*	over 0.40	over 0.35
Gradation			
3/8 In.	1.00	0.00-6.50	0.00-5.70
(9.5 mm),	0.95	6.51-7.08	5.71-6.20
Sieve and	0.90	7.09-7.66	6.21-6.69
Larger	0.80*	over 7.66	over 6.69
Gradation			
No. 4 Sieve**	1.00	0.00-4.62	0.00-4.00
(4.75 mm)	0.95	4.63-5.20	4.01-4.50
	0.90	5.21-5.77	4.51-5.00
	0.80*	over 5.77	over 5.00
Gradation			
No. 8 16, 30 & 50	1.00	0.00-3.80	0.00-3.30
(2.36 mm, 600 µm	0.95	3.81-4.46	3.31-3.91
& 300 µm ,) Svs**	0.90	4.47-5.12	3.92-4.52
	0.80*	over 5.12	over 4.52
Gradation			
No. 100 & 200	1.00	0.00-1.80	0.00-1.60
(150 µm & 75 µm)	0.90	2.01-2.20	1.76-1.90
Sieves**	0.95	1.81-2.00	1.61-1.75
	0.80*	over 2.20	over 1.90

*If approved by the Engineer, the Contractor may accept the indicated partial pay. The Department may require removal and replacement at no cost. The Contractor has the option to remove and replace at no cost to the Department at any time.

Subsection 411.03 Composition of Mixtures, Replace entire subsection with the following:

411.03-Composition of Mixtures.

(a) General Composition of mixtures used in this construction shall meet all applicable requirements of Subsection 407.03.

Example Problem

	Aggregate Analysis Combined Agg. Feed To Drum					Design No.				
Sample No. / Screens						Gradation Complete Mix			Job Mix Requested %	Min. Agg. Load Cell Weights
50 mm (2 in.)										Total Tonnes (Tons) Mix, Dry:
37.5 mm (1-1/2 in.)										% Diff./Truck Wts:
31.5 mm (1-1/4 in.)										
25.0 mm (1 in.)										
19.0 mm (3/4 in.)										
16.0 mm (5/8 in.)						100			100	
12.5 mm (1/2 in.)						99.5			94.9	Asphalt Calculations
9.5 mm (3/8 in.)						84.7			81.4	A.C. Meter, L(gal):
4.75 mm (No. 4)						57.3			54.2	kg/L (lbs/gal) A.C.:
2.36 mm (No. 8)						55			41.9	
600 µm (No. 30)						26.4			25.2	A.C. Wasted, Tonnes (tons):
300 µm (No. 50)						10.9			10	Actual % A.C.:
150 µm (No. 100)						6.1			5.5	
75 µm (No. 200)						5			4.2	
					% A.C.	5.53			5.85	

Percent Passing

Method Used to Obtain Complete Mix Gradation

Remarks:

Original to:
Headquarters Materials and Tests
Copies to:
Regional Materials and Tests
Project Supervisor
Form DT-1399 (Rev. 10-02)

Signed John Smith

Title Transportation Technician II

TDOT
MATERIALS & TESTS DIVISION

Example Problem

- 3/8 " Screen Deviation = (99.5 - 94.9) = 4.6
  - 100% Pay
- # 8 Screen Deviation = (55 – 41.9) = 13.1
  - 80% Pay
- AC Content Deviation = (5.85 – 5.53) = 0.32
  - ~~100% Pay~~

TDOT
MATERIALS & TESTS DIVISION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

DAILY REPORT OF ASPHALT PLANT INSPECTION

DRUM PLANT

Item No. ______
State Rt. ______ Date ______
Report No. ______ Region ______
Reference No. ______ County ______
Project No. ______ Prime Contractor ______
Air Tem. Min. ______ Max. ______ Grading ______ Contract No. ______
Make of Plant & Loc.: ______ Subcontractor ______
Tonnes (Tons): RAP ______ Virgin AC ______ Mineral Aggregate ______ Total Mix ______
Stripping Test ______ Dust Coating +4.75 mm (No. 4) Material ______ Silicone Used: ☐ Yes ☐ No
Fractured Face Count ______ % Glassy Particles by Weight ______ Moisture if Recycle ______
Anti-Stripping ______ Brand ______ Percent Used ______ L (Gal) Used ______

Percentage A.C. and Cold Feed Bins		Producer	Mix Temperature	
%	Material			
	A.C. Pen			
	C.A. Bin No.			
	Med C.A. Bin No.			
	Screenings Bin No.			
	Sand Bin No.			
	Filler			
	Total			

		Aggregate Analysis Combined Agg. Feed To Drum					Design No. ______				
Sample No. / Screens							Gradation Complete Mix			Job Mix Requested %	Min. Agg. Load Cell Weights
50 mm (2 in.)	Percent Passing										Total Tonnes (Tons) Mix, Dry:
37.5 mm (1-1/2 in.)											% Diff./Truck Wts:
31.5 mm (1-1/4 in.)											
25.0 mm (1 in.)											
19.0 mm (3/4 in.)											
16.0 mm (5/8 in.)											
12.5 mm (1/2 in.)											Asphalt Calculations
9.5 mm (3/8 in.)											A.C. Meter, L(gal):
4.75 mm (No. 4)											kg/L (lbs/gal) A.C.:
2.36 mm (No. 8)											
600 µm (No. 30)											A.C. Wasted, Tonnes (tons):
300 µm (No. 50)											Actual % A.C.:
150 µm (No. 100)											
75 µm (No. 200)											
						% A.C.					

Method Used to Obtain Complete Mix Gradation ______

Remarks:

Original to:
Headquarters Materials and Tests
Copies to:
Regional Materials and Tests
Project Supervisor
Form DT-1399 (Rev. 10-02)

Signed ______

Title ______

Class Handout for Daily Plant Reports & Pay Factors

Test Results for Daily Plant Report

(2,200 Tons of HMA Produced)

	Test 1	Test 2	Test 3
5/8"	100	100	100
1/2"	96	93	97
3/8"	87	85	84
No.4	54	51	54
No.8	41	36	41
No.16			
No.30	22	21	24
No.50	10	9	9
No.100	5.9	6.6	5.4
No.200	5.1	5.5	5.7
AC	5.2	5.1	4.9
LOI	18.8	NA	NA

STATE OF TENNESSEE ASPHALT JOB MIX FORMULA

01/01/04

Project Ref. No.		**Date**	02/19/2004
Project No.	75006-3223-94	**Region**	3
Contract No.	CNA401	**County**	Rutherford
Contractor	Jay's Paving	**Date of Letting**	09/17/02 02/10/03
State Route No.	Hwy 231 SR 10 over Stones R	**Roadway Surface**	No
Hot-mix Producer	Jay's Paving		

Type ACS-HM **Mix** 411-D PG 70-22 **Item** 411-02.01&02.02

Serial No.:	04M76	Design No.:	74

Material	Size or Grade	Producer and Location	Percent Used
0	0	0	0.000
0	0	0	0.000
D Rock(Limestone)	edium Coarse Aggrega	Rogers Group,Cross Plains,Tn.	47.350
#10 (Soft)	Screenings	Rogers Group M'Boro, TN	14.205
Natural Sand	Natural Sand	Ingram Mtls Nashville,TN	23.675
Manufactured Sand	Manufactured Sand	Rogers Group M'Boro, TN	9.470
0	0	0	0.000
Asphalt Cement	PG 70-22	MARATHON ASHLAND PETROLEUM, LLC, NASHVILLE	5.300

Percent AC in RAP:	0.0	**Optimum AC Content:**	5.3	**Total**	100.000
Anti-Strip Additive:		Pavegrip 350		**Dosage:**	0.3%
AC Contribution:	**Virgin AC** 5.30	**RAP AC**	0.00	**Percent Virgin AC:**	
Asphalt Sp. Gravity:	1.03	**Dust to Asphalt Ratio:**			0.77

% Fracture Face on CA:	100	**% Glassy Particles on CA:**	N/A
Theo.Gravity of RAP:		**Eff. Gravity of Agg:**	2.646

Theo. Gravity of Mi:	2.443	**T.S.R.:**	90.6	**Lbs/Ft^3:**	152.4
L.O.I.:	21.0			**Ignition Oven Corr. Factor:**	N/A
ADT	20,000	**Log Miles** **Beginning**	0.00	**Ending:**	3.65

Mixing Temp Range(°F):	290-330	**Compaction Temp Range(°F)**	270-310
Mixing Temperature(°F):	310	**Compaction Temperature(°F)**	290

	Percents Used								
Sieve Size	0	0	D Rock(Limestone)	#10 (Soft)	Natural Sand	Manufactured Sand	0	% Req. 100	Design Range
			50.0	15.0	25.0	10.0			
2"									
1.5"									
1.25"									
1"									
3/4"									
5/8"			100	100	100	100		**100**	**100**
1/2"			95	100	100	100		**98**	**95-100**
3/8"			67	100	100	100		**84**	**80-93**
No.4			12	93	98	92		**54**	**54-76**
No.8			6	61	93	52		**41**	**35-57**
No.16									
No.30			5	28	63	19		**24**	**17-29**
No.50			4	20	13	13		**10**	**10-18**
No.100			2.5	19.0	2.0	8.0		**5.4**	**3-10**
No.200			2.0	15.0	1.0	6.0		**4.1**	**0-6.5**

Requested: Jay Norris
Contractor Personnel and Lab Tech Cert No.

Approved: ______________________
Regional Materials and Tests Supervisor

)ate last lab inspectio 3/10/2003 10

Approved: ______________________
Headquarters Materials and Tests

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
6601 CENTENNIAL BLVD.
NASHVILLE, TENNESSEE 37243-0360

DAILY REPORT OF ASPHALT PLANT INSPECTION

DRUM PLANT

Item No. ____________________
State Rt. ____________________ Date ____________________
Report No. ____________________ Region ____________________
Reference No. ____________________ County ____________________
Project No. ____________________ Prime Contractor ____________________
Air Tem. Min. __________ Max. __________ Grading __________ Contract No. __________
Make of Plant & Loc.: ____________________ Subcontractor ____________________
Tonnes (Tons): RAP __________ Virgin AC __________ Mineral Aggregate __________ Total Mix __________
Stripping Test __________ Dust Coating +4.75 mm (No. 4) Material __________ Silicone Used: ☐ Yes ☐ No
Fractured Face Count __________ % Glassy Particles by Weight __________ Moisture if Recycle __________
Anti-Stripping __________ Brand __________ Percent Used __________ L (Gal) Used __________

Percentage A.C. and Cold Feed Bins		Producer	Mix Temperature	
%	Material			
	A.C. Pen			
	C.A. Bin No.			
	Med C.A. Bin No.			
	Screenings Bin No.			
	Sand Bin No.			
	Filler			
	Total			

Design No. ____________________

Screens \ Sample No.		Aggregate Analysis Combined Agg. Feed To Drum					Gradation Complete Mix			Job Mix Requested %	Min. Agg. Load Cell Weights
50 mm (2 in.)	Percent Passing										Total Tonnes (Tons) Mix, Dry:
37.5 mm (1-1/2 in.)											% Diff./Truck Wts:
31.5 mm (1-1/4 in.)											
25.0 mm (1 in.)											
19.0 mm (3/4 in.)											
16.0 mm (5/8 in.)											
12.5 mm (1/2 in.)											Asphalt Calculations
9.5 mm (3/8 in.)											A.C. Meter, L(gal):
4.75 mm (No. 4)											kg/L (lbs/gal) A.C.:
2.36 mm (No. 8)											
600 μm (No. 30)											A.C. Wasted, Tonnes (tons):
300 μm (No. 50)											Actual % A.C.:
150 μm (No. 100)											
75 μm (No. 200)											
						% A.C.					

Method Used to Obtain Complete Mix Gradation ____________________

Remarks:

Original to:
Headquarters Materials and Tests
Copies to:
Regional Materials and Tests
Project Supervisor
Form DT-1399 (Rev. 10-02)

Signed ____________________

Title ____________________

STATE OF TENNESSEE ASPHALT JOB MIX FORMULA

01/01/04

Project Ref. No.		**Date**	02/19/2004
Project No.	75006-3223-94	**Region**	3
Contract No.	CNA401	**County**	Rutherford
Contractor	Jay's Paving	**Date of Letting**	09/17/02 02/10/03
State Route No.	Hwy 231 SR 10 over Stones R	**Roadway Surface**	No
Hot-mix Producer	Jay's Paving		

Type ACS-HM **Mix** 411-D PG 70-22 **Item** 411-02.01&02.02

Serial No.:	04M76	Design No.:	74

Material	**Size or Grade**	**Producer and Location**	**Percent Used**
0	0	0	0.000
0	0	0	0.000
D Rock(Limestone)	edium Coarse Aggrega	Rogers Group,Cross Plains,Tn.	47.350
#10 (Soft)	Screenings	Rogers Group M'Boro, TN	14.205
Natural Sand	Natural Sand	Ingram Mtls Nashville,TN	23.675
Manufactured Sand	Manufactured Sand	Rogers Group M'Boro, TN	9.470
0	0	0	0.000
Asphalt Cement	PG 70-22	MARATHON ASHLAND PETROLEUM, LLC, NASHVILLE	5.300

Percent AC in RAP:	0.0	**Optimum AC Content:**	5.3			**Total**	100.000
Anti-Strip Additive:		Pavegrip 350			**Dosage:**		0.3%
AC Contribution:	**Virgin AC**	5.30	**RAP AC**	0.00	**Percent Virgin AC:**		
Asphalt Sp. Gravity:		1.03		**Dust to Asphalt Ratio:**			0.77

% Fracture Face on CA:	100	**% Glassy Particles on CA:**	N/A
Theo.Gravity of RAP:		**Eff. Gravity of Agg:**	2.646

Theo. Gravity of Mi:	2.443	**T.S.R.:**	90.6	**Lbs/Ft^3:**	152.4
L.O.I.:	21.0			**Ignition Oven Corr. Factor:**	N/A
ADT 20,000	**Log Miles**	**Beginning**	0.00	**Ending:**	3.65

Mixing Temp Range(°F):	290-330	**Compaction Temp Range(°F)**	270-310
Mixing Temperature(°F):	310	**Compaction Temperature(°F)**	290

Sieve Size	**Percents Used** 0	0	D Rock(Limestone)	#10 (Soft)	Natural Sand	Manufactured Sand	0	**% Req.**	**Design Range**
			50.0	15.0	25.0	10.0		**100**	
2"									
1.5"									
1.25"									
1"									
3/4"									
5/8"			100	100	100	100		**100**	**100**
1/2"			95	100	100	100		**98**	**95-100**
3/8"			67	100	100	100		**84**	**80-93**
No.4			12	93	98	92		**54**	**54-76**
No.8			6	61	93	52		**41**	**35-57**
No.16									
No.30			5	28	63	19		**24**	**17-29**
No.50			4	20	13	13		**10**	**10-18**
No.100			2.5	19.0	2.0	8.0		**5.4**	**3-10**
No.200			2.0	15.0	1.0	6.0		**4.1**	**0-6.5**

Requested: Jay Norris **Approved:**

Contractor Personnel and Lab Tech Cert No. Regional Materials and Tests Supervisor

)ate last lab inspectio 3/10/2003 12 **Approved:**

Headquarters Materials and Tests

Class Handout for Daily Plant Reports & Pay Factors

DAY 1

Test Results for Daily Plant Report

(2,200 Tons of HMA Produced)

	Test 1	Test 2	Test 3
5/8"	100	100	100
1/2"	96	93	97
3/8"	87	85	84
No.4	54	51	54
No.8	41	36	41
No.16			
No.30	22	21	24
No.50	10	9	9
No.100	5.9	6.6	5.4
No.200	5.1	5.5	5.7
AC	5.2	5.1	4.9
LOI	18.8	NA	NA

DAY 2

Test Results for Daily Plant Report

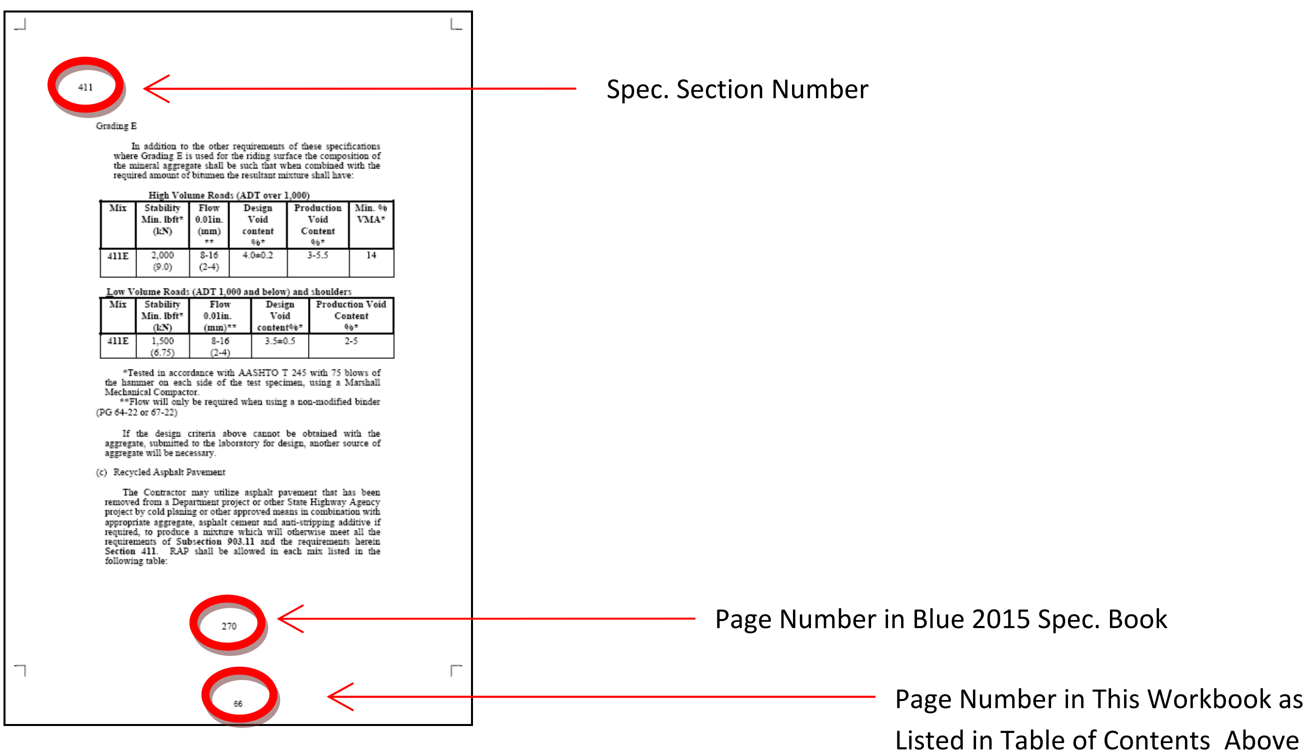
(2,750Tons of HMA Produced)

	Test 1	Test 2	Test 3
5/8"	100	100	100
1/2"	93	92	98
3/8"	76	85	82
No.4	44	50	56
No.8	34	44	44
No.16			
No.30	18	28	24
No.50	8	15	12
No.100	3.1	5.9	5.2
No.200	1.5	4.7	4.5
AC	6.0	5.6	5.4
LOI	18.0	NA	NA

SPECIFICATIONS AND SUPPLEMENTALS

TABLE OF CONTENTS

Specifications:



SECTION 106 – CONTROL OF MATERIALS

106.01 Quality of Materials

Only use materials in the Work that conform to all of the Contract quality requirements. Control and incorporate materials to produce completed construction that conforms to and is fully acceptable under the terms of the Contract.

Where reference is made in the Contract to certain manufacturers' materials or products, it is not the intent to preclude the use of others, but rather to establish minimum acceptable design standards. The Contractor may substitute material and products of other manufacturers provided they are equal to or better than the minimum design standards and are approved by the Department.

106.02 Material Information

When the Department has readily available test reports on materials from local sources near the Project, it will furnish copies to the Contractor covering each source for which a specific request is made. In furnishing such reports, the Department will not be responsible for materials failing to conform to the test reports either as to quality or quantity.

106.03 Local Material Sources

If the Contractor desires preliminary tests of local materials, it shall deliver samples of the materials to the Laboratory. The Department will test such samples, up to a reasonable number, and in such time as the work load in the Laboratory may permit. Acceptable test results on preliminary samples will not guarantee acceptance of materials from the same source later.

106.04 Sampling and Testing, or Inspection

Incorporate into the Work only those materials that have been sampled and tested, inspected, and approved by the Engineer. Untested or unaccepted materials used in the Work without the Engineer's written permission shall be removed and replaced at no cost to the Department. Unless otherwise specified, sampling and testing, or inspection will be conducted by qualified representatives in accordance with the most current published national standard specifications, AASHTO or ASTM methods on the date of the Advertisement. Furnish all materials for samples at no cost to the Department. The Department will perform sampling and testing, or inspection, at its expense unless otherwise specified. If the Department does not elect to sample and test or inspect at the source, it will sample and test, or inspect, materials after delivery to the site or to the batching plant. Furnish all facilities, and provide all reasonable assistance to secure and transport samples, and move materials being inspected.

The Departmental procedures will provide sampling and testing frequencies for the acceptance, quality control, independent assurance, verification, or certification for materials and products.

The Engineer may accept certain materials or products and assemblies based on Certificate of Compliance signed by the manufacturer or its authorized representative, stating that such materials, products, and assemblies fully comply with the requirements of the Contract. For each lot of such materials or assemblies delivered to the Work, provide a Certificate of Compliance that clearly identifies the lot. Provide all necessary paperwork with certification submittals as specified in Departmental Procedures.

Furnish a notarized Certificate of Compliance for a non-bid item, not permanently incorporated in the Work, but that must meet a designated specification upon delivery of the material to the Project and prior to its being used.

The Department may sample and test materials, products, or assemblies accepted on the basis of Certificate of Compliance at any time, and may reject such materials and assemblies if found to be in non-conformance with the Contract.

106.05 Source or Plant Inspection

The Contractor is entirely responsible for securing satisfactory material. However, if the volume of any given material, the progress of construction, and other considerations of interest to the Department so justify, the Department may inspect materials at the source of supply. The Department will undertake such inspection only when the Engineer is assured of the fullest cooperation and assistance of the Contractor and of the material producer involved. Provide required copies of all orders, shipping information, and other pertinent papers.

Provide the representatives of the Department with free and safe access at all times to parts of the site or plant concerning the manufacture and production of material for the Project. If the Contractor is not the owner of the place where fabrication, preparation, or manufacture is in progress, the plant owner is deemed to be the agent of the Contractor with respect to the obligation assumed hereunder.

106.06 Field Laboratory

Furnish Type A or Type B laboratory(s) or both, as required to be used exclusively for testing purposes. Provide suitable field laboratories or inspection offices at batch plants and sources or plants at which off-site inspection is provided by the Department under **106.05**. Locate the laboratory(s) as directed by the Engineer. Install, equip, and make building(s) ready for use before the Contractor's operations require field testing. When a concrete batch plant is located near a Type B Laboratory used for testing at an asphalt plant, the Engineer may approve joint use provided there is ample time and equipment to perform all necessary testing for both operations.

All Contractor and producer laboratories must be inspected and qualified in accordance with TDOT procedures before the Contractor can perform any work.

A. Type A

Provide a Type A Laboratory consisting of a building, room, or dedicated area having at least 120 square feet of floor area with a minimum width of 8 feet and a minimum height of 7 feet. Provide laboratory space that is floored, roofed, sealed inside, weather-tight, and furnished with electricity. Furnish the space with adequate work benches, cabinets, and drawers. Provide suitable heat and air conditioning, and equip the laboratory with a laboratory oven capable of maintaining a temperature of 230 °F ± 9 °F. Provide lights, electrical outlets, and adequate ventilation for the tests being performed.

When the determination of aggregate gradation is required, furnish the following equipment:

1. Scales of appropriate capacity and design to weigh the required samples. Scales are to be sensitive to within 0.2% of the sample to be weighed. Provide standard weights for scale calibration.

2. Screens of appropriate size and mesh to separate the samples into the required series of sizes. Woven wire cloth shall conform to AASHTO M 92. Screens for running gradations of coarse aggregates shall have a minimum area of 2.33 square feet.

3. A mechanical shaker approved by the Engineer and suitable for running both coarse and fine aggregate.

4. Facilities to perform wash tests according to AASHTO T 11 that include an adequate and suitable water supply.

B. Type B

In addition to meeting all of the requirements for a Type A Laboratory, a Type B Laboratory shall be equipped with the following:

1. Laboratory space with a minimum of 300 square feet.

2. Two vacuum extractors, each having a minimum bowl capacity of 100 troy ounces meeting the requirements of ASTM D2172, or one vacuum extractor and one ignition

furnace meeting the requirements of AASHTO T308. Supply an adequate amount of an approved solvent from the Department's Qualified Products List and provide for storage and disposal of the waste solvent in accordance with the regulations promulgated under the Tennessee Hazardous Waste Management Act.

To ensure adequate ventilation, house the extractor and drying equipment in an enclosed hood. Equip the hood with an exhaust fan vented to the outside and mounted at the appropriate location in order to remove the vapors of the solvent. Where the extractor is installed outside the laboratory, only vent the drying equipment as outlined above.

3. Supply apparatus meeting the requirements of AASHTO T 166, Section 3.1 and 3.2 for determining the bulk specific gravity of compacted asphalt mix. When required by the Contract, supply an apparatus meeting the requirements of AASHTO T 209, Section 3.1 through 3.5 for determining the maximum specific gravity of an asphalt mix.

4. Supply a minimum of two suitable thermometers with an approximate temperature range of 50 to 400 °F.

5. Provide a furnace capable of performing loss on ignition tests for a minimum 10-troy ounce sample.

6. When required as specified in **407.03**, provide equipment needed to perform Marshall Tests according to AASHTO T 245. The compactor shall be a Marshall Mechanical type with rotating mold(s) and slanted foot hammers that produce a modified kneading action.

Unless otherwise specified in the Contract, the Department will not pay for Field Laboratories as a separate item but will consider it incidental to the applicable contract items.

106.07 Notice of Source or Arrival of Materials

Purchase all materials sufficiently in advance of incorporating into the Work to allow the Engineer to conduct sampling and testing, or inspection. Provide the Department, in writing, the name and location of suppliers that will furnish materials for the Project. When the Department does not elect to perform materials sampling and testing, or inspection at the source, advise the Engineer in writing within 24 hours after materials requiring sampling for testing, or inspection, are delivered to the site of the Work.

106.08 Handling and Storage of Materials

Transport all materials in tight, clean vehicles, and prevent contamination, segregation, or other damage to the materials when in route to the job site or the batching plant, and when moved from point to point at later stages.

Store materials to preserve their quality and fitness for use. When considered necessary, store materials in weatherproof buildings, place them on wooden platforms or other hard, clean surfaces but not on the ground, and cover them when directed. Locate stored materials to facilitate prompt inspection. Do not use private property for storage purposes without written permission of the owner or lessee. If using portions of the right-of-way for storage of materials or erection of batching plants, obtain the specific approval of the Engineer.

106.09 Resampling and Testing, or Reinspection

At the option of the Engineer, the Department may resample and test all materials or re-inspect at any time after delivery to the site, or to any batching plant. If such materials are found to be unacceptable, the Department will reject the materials.

106.10 Defective Material

Do not deliver to the site materials found to be unacceptable or rejected elsewhere. Remove rejected materials from the site or processing batch plant at no cost to the Department.

SECTION 307 – BITUMINOUS PLANT MIX BASE (HOT MIX)

DESCRIPTION

307.01 Description

This work consists of constructing one or more base course layers of aggregate and asphalt, prepared in a hot bituminous mixing plant and spread and compacted on a prepared subgrade, granular sub-base, or base.

MATERIALS

307.02 Materials

Provide materials as specified in:

Aggregate for Mixture,
Grading A, ACRL, AS, B, BM, BM2, C, CS, or CW **903.06**
Asphalt Cement, Grade PG 64-22, 70-22, 76-22, 82-22........ **904.01**
Chemical Additive **921.06.B**

The specific grading of aggregate to be used will be specified in the Contract or shown on the Plans. The Engineer will accept mineral aggregate, bituminous material, and the plant mix in accordance with **407.02**.

307.03 Composition of Mixtures

A. General

The bituminous base and/or leveling course shall be composed of aggregate and bituminous materials. The hot plant mixes shall comply with the applicable requirements of **407.03**.

Combine the specified mineral aggregate and asphalt cement in proportions that will meet the design composition limits specified in Table 307.03-1.

Table 307.03-1: Mixture Composition

Mixtures	Proportions of Total Mixture, Percent by Weight	
	Combined Mineral Aggregate, %	Asphalt Cement, % (1)
Grading AS and ACRL	96.3 - 97.7	2.3 - 3.7
Grading A	95.8 - 96.7	3.3 - 4.2
Grading B, BM and BM2	93.8 - 95.8	4.2 - 6.2
Grading C and CW	93.8 - 95.8	4.2 - 6.2
Grading CS	92.3 - 94.7	5.3 - 7.7

(1) If the effective combined specific gravity of the aggregate exceeds 2.80, the Engineer may adjust the proportions specified.

In addition, combine the materials with the required amount of bitumen to meet the design properties specified in Table 307.03-2, except that on low volume roads (ADT 1,000 or below), the minimum stability shall be 1,500 pound-feet and the VMA and dust-asphalt ratio will be waived for 307-B, 307-BM, 307-BM2 and 307-C mixes.

Table 307.03-2: Mixture Design Properties

Mix [1]	Stability (minimum) lbf [2]	Design Void Content % [2]	Production Void Content, % [2]	VMA (minimum) % [2]	Dust-Asphalt Ratio [3]
307-B	2,000	4.0±0.2	3-5.5	11.5	0.6-1.5
307-BM	2,000	4.0±0.2	3-5.5	13.5	0.6-1.5
307-BM2	2,000	4.0±0.2	3-5.5	13.5	0.6-1.5
307-C	2,000	4.0±0.2	3-5.5	13.0	0.6-1.5
307-CS	2,000	3.0±0.5	1-5	---	---
307-CW	1,500	4.0±0.2	3-5	13.0	0.6-1.5

(1) To identify critical mixes and make appropriate adjustments, the mix design shall meet these design properties for the bitumen content range of Optimum Asphalt Cement ±0.25%.

(2) Tested according to AASHTO T 245 with 75 blows with the hammer on each end of the test specimen, using a Marshall Mechanical Compactor.

(3) The dust-asphalt ratio is the percent of the total aggregate sample that passes the No. 200 sieve, as determined by AASHTO T 11, divided by the percent asphalt in the total mix.

If the materials proposed for use do not meet the design criteria specified in Table 307.03-2, find other suitable sources of materials. If the material at the asphalt plant will not combine within the tolerances of the Job Mix Formula (JMF), provide a new design.

B. Recycled Asphalt Pavement and Recycled Asphalt Shingles

1. **Recycled Asphalt Pavement (RAP).** The Contractor may use asphaltic concrete removed from a Department project or other State Highway Agency project by an approved method and stored in a Department approved stockpile. RAP combined with the appropriate aggregate, asphalt cement, and anti-strip additive when required shall produce a mixture that meets **903.06** and this Section **307**. The Contractor may incorporate RAP in the mixes specified in Table 307.03-3.

Table 307.03-3: Mixtures Using RAP

Mix Type	% RAP (Non-processed)[1]	Maximum % RAP (Processed)[2]	Maximum % RAP Processed & Fractionated[3]	Maximum Particle Size (inches)
307-ACRL	0	00	-	-
307-AS	0	00	-	-
307-A	15	20	35	1-1/2
307-B	15	30	35	1-1/2
307-BM	15	30	35	3/4
307-BM2	15	30	35	3/4
307-C	15	30	35	3/8
307-CW	15	30	35	1/2
307-CS	0	15	25	5/16

(1) "Non-processed" refers to RAP that has not been crushed and screened or otherwise sized prior to its use.

(2) "Processed" refers to RAP that has been crushed and screened or otherwise sized such that the maximum recycled material particle size is less than that listed in Table 307.03-3 prior to entering the dryer drum.

(3) "Fractionated" refers to RAP that has been processed over more than one screen, producing sources of various maximum particle sizes (e.g., 3/4 to 1/2 inch, 1/2 inch to #4, etc.). The Contractor may use the larger percentages of fractionated RAP specified only if individual fractions of two different maximum particle size are introduced into the plant as separate material sources for increased control.

All mixes shall contain at least 65% virgin asphalt.

The Contractor shall obtain a representative sample from the recycled material stockpile, and shall establish a gradation and asphalt cement content. The Contractor shall determine the gradation and asphalt content of the recycled material at the beginning of a project and every 2,000 tons thereafter. The stockpile asphalt cement content for all recycled material shall not vary by more than 0.8%. The stockpile gradation tolerance for all recycled material on each sieve is specified in Table 307.03-4.

Table 307.03-4: Stockpile Gradation Tolerance

Sieve Size	Tolerance
3/8 inch and larger	± 10%
No. 4	± 8%
No. 8	± 6%
No. 30	± 5%
No. 200	± 4%

The Engineer will accept the mixture for aggregate gradation and asphalt content in accordance with **407.20.B**.

Provide a special mix design with asphalt content in the range of 5 to 7% where 307-C Mix is used as a surface on the shoulder.

Perform sampling and testing of the planings as well as new materials for bid purposes, and for the submission of the Job Mix Formula (JMF) as specified in **407.03**. Submit all additives to the Engineer for approval at the same time other materials are submitted for design verification.

After mixing, verify the moisture content of the total mix is no more than 0.1% as determined by oven drying. Provisions for lowering the temperature because of boiling or foaming shall not apply.

2. **Recycled Asphalt Shingles (RAS).** RAS may be included to a maximum of 5% of the total weight of mixture. The percentage of RAS used will be considered part of the maximum allowable RAP percentage. The ratio of added new asphalt binder to total asphalt binder shall be 65% or greater for all 307 mixes. Either the mix producer or the RAS supplier shall obtain a representative sample from the recycled material stockpile and establish a gradation and asphalt cement content as required. Determine shingle asphalt binder content according to AASHTO T 164 Method A, with a minimum sample size of 500 grams. Determine the gradation and asphalt content of the recycled material at the beginning of the

Project and every 2,000 tons of recycled material used thereafter. The stockpile asphalt cement content for all recycled material shall not vary by more than 0.8%. All RAS material shall be processed to a minimum 100% passing the 3/8 inch sieve and a minimum 90% passing the No. 4 sieve.

To conduct the gradation testing, air dry a 500 to 700-gram sample of processed shingle material, dry sieve over the 3/8-inch and No. 4 sieves, and weigh. For mix design purposes, the Contractor may use the aggregate gradation specified in Table 307.03-5 as a standard gradation instead of determining the shingle gradation according to AASHTO T 30.

Table 307.03-5: Standard Gradation (for Mix Design Purposes)

Sieve Size	Total Percent Passing
3/8 inch	100
No. 4	97
No. 8	95
No. 16	80
No. 30	60
No. 50	50
No. 100	40
No. 200	30

An aggregate bulk specific gravity (G_{sb}) of 2.650 may be used instead of determining the shingle aggregate G_{sb} according to AASHTO T 84. In addition, the effective binder available for mixing with additional aggregates shall be considered as 75% of the total binder content as determined by AASHTO T 164 and shall be the value listed as the RAS binder content on the JMF.

Scrap asphalt shingle shall not contain extraneous waste materials. Extraneous materials including, but not limited to, asbestos, metals, glass, rubber, nails, soil, brick, tars, paper, wood, and plastics, shall not exceed 0.5% by weight as determined on material retained on the No. 4 sieve. To conduct deleterious material testing, take a representative 500 to 700-gram sample of processed shingle material, place over the No. 4 sieve, and pick and weigh all extraneous waste material retained on the No. 4 sieve. Base the percent of extraneous material on the total sample weight.

RAS shall contain less than the maximum percentage of asbestos fibers based on testing procedures established by the Department, or State or Federal environmental regulatory agencies. Analyze a minimum of one sample of processed asphalt roofing material for every 500 tons of material processed for the presence of asbestos.

Before a JMF for a particular design is approved, submit the following, along with the materials and information specified in **407.03**:

a. Certification by the processor of the shingle scrap describing the shingle scrap content and source.

b. A 1000-gram sample of the processed RAS material for inspection (new designs only).

Stockpile RAS separate from other salvage material. Do not blend RAS material in a stockpile with other salvage material. Do not blend Manufacture Waste Scrap Shingles (MWSS) and Tear-Off Scrap Shingles (TOSS). In addition, do not blend virgin sand material with the processed shingles, to minimize agglomeration of the shingle material.

All RAS supplied to a Department project shall come from a certified shingle processor/supplier approved by the Division of Materials and Tests.

C. Anti-Strip Additive

Check asphaltic concrete mixtures (Grading A, AS, ACRL, B, BM, BM2, C, CS, and CW) for stripping by the following methods:

1. The Ten Minute Boil test for dosage rate and the Root-Tunnecliff procedure (ASTM D4867) for moisture susceptibility.

   Do not use the Root-Tunnecliff procedure (ASTM D4867) with the following mixtures: Grading A, AS, ACRL, and B.

2. For mixtures not requiring design, the Ten Minute Boil test for dosage rate and moisture susceptibility.

If test results indicate moisture susceptibility, mix an approved anti-strip agent with the asphalt cement at the dosage recommended by the respective test and as specified in **921.06.B**.

EQUIPMENT

307.04 Equipment

Provide equipment as specified in **407.04** through **407.08**.

If using recycled mix, modify the asphalt plant as approved by the Engineer to accommodate the addition of asphalt planings. If using a batch plant to produce recycled mix, heat the aggregate to a temperature that will transfer sufficient heat to the cold planings to produce a mix of uniform temperature within the specified range.

CONSTRUCTION REQUIREMENTS

307.05 General

Conform to the construction requirements specified in **407.09**, and **407.11** through **407.17**.

307.06 Preparing the Subgrade, Sub-base, or Surface

The Plans will indicate whether the plant-mixed base is to be constructed on a treated or untreated subgrade or sub-base, on a granular base, or on an existing surface. Ensure that the surface upon which the plant mix base is to be constructed meets **205**, **207**, **302**, **303**, **304**, or **309**, whichever is applicable. If shown on the Plans, condition the surface as specified in **407.10**. Condition existing mineral aggregate base as specified in **310**. Construct prime coat or tack coat, when shown on the Plans, as specified in **402** or **403**, respectively.

Only place bituminous plant-mix base mixture on a surface that is dry and free of loose particles and other undesirable materials.

307.07 Thickness and Surface Requirement

Control thickness during the spreading operation by frequently measuring the freshly spread mixture to establish a relationship between the uncompacted mixture and the completed course. Thickness or spread rate in pounds per square yards shall be within reasonably close conformity with that shown on the Plans. Each course shall have a thickness after compaction of not more than 4 inches, unless otherwise approved by the Engineer.

The surface of the base shall meet the requirements specified in **407.18**, and when tested in accordance with **407.18**, the deviation of the surfaces from the testing edge of the straightedge shall not exceed the amounts specified in Table 307.07-1.

Table 307.07-1: Maximum Surface Deviation

Mixture	Maximum Deviation (inches)
Grading A, ACRL, and AS	1/2
Grading B, BM, BM2, C, CS, and CW	3/8

COMPENSATION

307.08 Method of Measurement

The Department will measure Mineral Aggregate, including Mineral Filler when required, and Asphalt Cement for Bituminous Plant Mix Base and other related items in accordance with **407.19**.

307.09 Basis of Payment

The Department will pay for accepted quantities at the contract prices in accordance with **407.20**.

For bidding purposes, use the asphalt cement content specified in Table 307.09-1 for the designated mix.

Table 307.09-1: Asphalt Cement Content

Mix Type	Asphalt Content
307 A	4.0%
307 AS	3.5%
307 ACRL	3.5%
307 B	4.3%
307 BM	5.0%
307 BM2	5.0%
307 C	5.0%
307 CW	6.0%
307 CS	6.5%

If the Engineer sets an asphalt content other than that specified in Table 307.09-1, the Department will calculate a price adjustment, based on the asphalt content set by the Engineer and the Monthly Bituminous Index for the specific grade asphalt on the mix design, in accordance with **407.20**.

SECTION 313 – TREATED PERMEABLE BASE

DESCRIPTION

313.01 Description

This work consists of constructing treated permeable base, composed of either a mixture of aggregate, Portland cement, and water, or a mixture of aggregate with asphalt binder, on a prepared sub-base. The Contractor may use either cement treated or asphalt treated permeable base.

MATERIALS

313.02 Materials

Provide materials as specified in:

Portland Cement, Type I **901.01**
Aggregate for Portland Cement Treated Mixture **903.03**
Aggregate for Bituminous Treated Mixture **903.06**
Asphalt Cement, Grade PG 64-22, 70-22, 76-22, 82-22 .... **904.01**
Liquid Membrane – Forming Compounds **913.05**
Water **921.01**

313.03 Composition of Mixtures

A. Portland Cement Treated Permeable Base

In accordance with **604**, submit a concrete mix design, meeting the requirements specified in Table 313.03-1, to the Engineer for approval.

Table 313.03-1: Mix Design Properties

Property	Value
Water-Cement Ratio	0.43 (approximately)
Portland Cement Content	$\geq$ 282 lbs/yd^3
Compressive Strength at 7 days (AASHTO T 22)	$\geq$ 500 psi

B. Bituminous Treated Permeable Base

Asphalt treated permeable base shall be Bituminous Plant Mix Base (Hot Mix) as specified in **307** and **407**. Use liquid asphalt at the rate of 3% by weight of the total mixture. Asphalt content shall be such that all aggregate is visibly coated. Submit a mix design to the Engineer for approval as specified in **407.03**.

EQUIPMENT

313.04 Equipment

To construct Portland cement treated base, provide equipment meeting **501.04.A** and **501.04.B**.

To construct bituminous treated base, provide equipment meeting **407.04** through **407.08**.

The spreading equipment shall meet either **501.04.D.11** or **407.06**.

CONSTRUCTION REQUIREMENTS

313.05 Construction Requirements

Construct cement treated permeable base and asphalt treated permeable base as specified in **309** and **307** respectively, unless otherwise specified below.

A. Cement Treated Permeable Base

1. **Consolidation and Finishing.** Immediately after placing the cement treated permeable base, compact the mixture using a steel wheel roller weighing not less than 6 tons. Continue rolling until maximum densification is achieved; immediately cease rolling if aggregate breakage occurs. Do not use vibratory rollers. Instead of using a steel wheel roller, the Contractor may place the cement treated permeable base with a high-density screed with dual tamping bars.

2. **Curing.** Immediately after spreading and compacting operations, cover the entire surface and exposed edges of the cement treated permeable base with transparent or white polyethylene sheeting as specified in **501.18**, or a white pigmented wax base curing compound meeting AASHTO M 148.

   Use polyethylene sheeting having a thickness of at least 4 mils, and hold the sheeting in place for a minimum of 7 days using a method approved by the Engineer. Before placing the sheeting, thoroughly wet the surface of the cement treated permeable base.

   Place wax-based curing compound at a rate of 0.04 to 0.05 gallons per square yard.

B. Asphalt or Cement Treated Permeable Base

From the time of placement until placement of the following pavement layer, protect the treated permeable base from severe weather conditions, particularly freezing rain, snow, and icing, and from contamination by dust, dirt, mud, or other fine grained material. Remove and replace, at no additional cost to the Department, all portion(s) of the treated permeable base that become contaminated to the extent that drainage is reduced or inhibited.

Do not allow traffic on the treated permeable base, with the exception of equipment required to place the following layer of pavement, provided that it enters and exits as near as possible to the paving operation. Repair damage to the treated permeable base caused by the Contractor's equipment at no additional cost to the Department.

313.06 Limitations

If using asphalt treated permeable base, adhere to the limitations specified in **407.09**. Do not place any treated permeable base that cannot be covered by the next course of pavement within the same construction season.

313.07 Surface Requirements

The Department will test the finished surface of the treated permeable base with a 12-foot straightedge in both transverse and longitudinal directions. The finished surface shall be uniform and shall not vary by more than 1/2 inch from the lower edge of the straightedge. If the tested surface varies by more than 1/2 inch, adjust the surface to a new grade, as established by the Engineer, as follows:

1. Fill the low areas with Portland cement concrete during the concrete paving operation, or

2. Apply emulsified asphalt, RS-2, at a rate not to exceed 0.2 gallons per square yard, as determined by the Engineer, over the specified low areas, and fill the low areas with No. 8 mineral aggregate. Seat the size No. 8 mineral aggregate with a pneumatic tire roller.

313.08 Tolerance in Pavement Thickness

Place treated permeable base to the thickness designated on the Plans. Before beginning any further work, take core samples from the treated permeable base, at locations established by the Engineer, in accordance with **501.24** for verification of base thickness. Take core samples at locations determined and witnessed by a Department representative, and document on the appropriate form.

The Department will make adjustments to the contract unit price in accordance with **501.26** if the base thickness is determined by the Engineer to be deficient.

COMPENSATION

313.09 Method of Measurement

The Department will measure treated permeable base by the square yards complete in place for the width and thickness specified.

313.10 Basis of Payment

The Department will pay for accepted quantities at the contract prices as follows:

Item	*Pay Unit*
Treated Permeable Base	Square Yard

The Department will adjust payment in accordance with **501.26.B** for all base found to be deficient in thickness by more than 1/4 inch. The Department will not make additional payment over the contract unit price for base that has an average thickness in excess of that shown on the Plans.

If the Department orders any increase or decrease in the cement content of the Cement Treated Base from the approved mix design, the measurement and payment for this change will be computed in accordance with **501.25** and **501.26**.

The Department will consider the cost of taking cores for verification of pavement thickness to be included in the contract unit price of treated permeable base.

The Department will not allow additional compensation for leveling of the treated permeable base except on ramps that contain 4,500 square yards or less of Portland cement concrete pavement. The Department will measure and pay for additional concrete used on these ramps in accordance with **501.25** and **501.26**.

SECTION 407 – BITUMINOUS PLANT MIX PAVEMENTS (GENERAL)

DESCRIPTION

407.01 Description

This Section 407 is applicable to all types of bituminous pavements of the asphalt plant mix type as described in **307**, **313**, and **411**. Deviations from these general requirements will be indicated in the specific requirements for each pavement type.

This work consists of constructing one or more courses of bituminous mixture on a prepared foundation in accordance with this Section **407** and the specific requirements of the pavement type under contract.

MATERIALS

407.02 Materials

Provide materials as specified in:

Separate aggregate into coarse and fine aggregate stockpiles. If stockpiling of coarse aggregate causes segregation, separate into coarse and medium coarse stockpiles.

Store each size and type of aggregate in a separate pile, bin, or stall. Maintain the storage yard in an orderly condition, clearing a walkway between stockpiles that are not separated by partitions. Make the stockpiles readily accessible for sampling.

The Engineer will conditionally accept the mineral aggregate for quality in the stockpile at the producer's site. The Engineer may conditionally accept the bituminous material at the asphalt terminal. The Engineer will accept for aggregate gradation and asphalt cement content from hot bin samples or sample(s) taken from the completed mix at the asphalt plant after it has been loaded onto the trucks for transport to the Project.

If anti-stripping additive, other than hydrated lime, meeting **921.06.B.1** is required, use approved in-line blending equipment, as specified in **407.04.A.6**, to add it at the mixing plant or inject it at the asphalt terminal.

If the resurfacing plans call for a Performance Grade (PG) asphalt mix with properties greater than that of PG 64-22 and this is the only asphalt grade on the Project, the Contractor may use either the asphalt grade shown on the Plans or an asphalt grade equal to or better than PG 64-22 for driveways and business entrances unless otherwise directed by the Engineer. The Department will pay for this material at the same unit price as bid for the asphalt or asphalt mix. Mark the material tickets "**FOR DRIVEWAYS AND BUSINESS ENTRANCES ONLY**" at the point of delivery.

If using a warm mix asphalt additive meeting **921.06.B.3**, use approved blending equipment to add it at the mixing plant, or deliver it premixed with the asphalt cement.

For 411-OGFC mixtures, include a stabilizing additive listed on the Department's Qualified Products List (QPL). Do not use fiber pellets. Slag wool fiber or cellulose fiber shall be blown into the asphalt plant measured by a flow meter or sensing device that is accurate to within ±10% of the amount required. For batch plants, add fibers in to the pugmill or weigh hopper. For drum plants, place the fiber line 1 foot upstream of the asphalt binder line so that the fibers are captured by the asphalt binder before being exposed to high-velocity gases in the drum. The minimum additive for a slag wool fiber shall be 0.4% and the minimum for a cellulose fiber shall be 0.3% of the total mix. The addition of a stabilizing additive material (fiber) shall be included in the cost of the asphalt cement.

407.03 Composition of Mixtures

A. General

Develop a bituminous mixture composed of aggregate (coarse, fine, or mixtures thereof), mineral filler if required, anti-strip additive if required, and bituminous material. Ensure that the aggregate fractions are sized, uniformly graded, and combined in such proportions so that the resulting mixture will meet the grading and physical properties of the approved Job Mix Formula (JMF).

B. Gradation and Bituminous Material Requirement

The requested aggregate gradation and bituminous material percentages shown on the JMF shall be within the design ranges specified in **903**, **307**, and **411**, respectively. Establish a recommended asphalt cement content for all mixes, with the final optimum asphalt cement content to be determined by the Engineer.

C. Job Mix Formula (JMF)

1. **General.** At least 14 working days before the scheduled start of production of any asphaltic paving mixture, submit a proposed Job Mix Formula (JMF) and Laboratory Design in electronic form,

where applicable, prepared in accordance with the Marshall Method of Mix Design (Asphalt Institute, MS-2), as modified by the Department, or by Gyratory Compaction (AASHTO T 312). Regardless of which method is used, prepare trial blends with at least four different asphalt contents (at least two above the optimum and two below the optimum).

When using the Marshall method of compaction, compact the specimens to 75 blows per side. When using the gyratory method of compaction, compact specimens to 65 gyrations.

All 411-OGFC design procedures shall follow the most current version of National Asphalt Pavement Association (NAPA) Publication IS-115, "Design, Construction and Maintenance of Open-Graded Friction Courses" except where modified herein. Design the OGFC using a Marshall compaction hammer at 50 blows or a standard gyratory compactor at 50 gyrations.

Provide the following information with JMF submittals:

a. The specific project on which the mixture will be used.

b. The source and description of all materials to be used in the mix.

c. The gradations and approximate proportions of the raw materials as intended to be combined in the paving mixture.

d. A single percentage of the combined mineral aggregate passing each specified sieve. Plot the combined aggregate gradation on a gradation chart with sieve sizes raised to the 0.45 power to ensure a well graded mix.

e. The Loss on Ignition (L.O.I.) results on the combined aggregate of the mixture used as a wearing course.

f. The Bulk Specific Gravity, Apparent Specific Gravity, and absorption on the combined mineral aggregate in the paving mixture (AASHTO T 84 and T 85)

g. The fractured face count and glassy particle count of the plus No. 4 material, if applicable.

h. A single percentage of asphalt by weight of total mix intended to be incorporated in the completed mixture.

i. The dosage rate and source of anti-stripping additive, if required, meeting the requirements of **921.06.B.1**, to be added to the asphalt.

j. The maximum specific gravity of the asphalt mixture (AASHTO T 209).

k. A single temperature at which the mixture is intended to be discharged from the plant.

l. Evidence that the completed mixture will conform to all physical requirements specified in **903.06** and **307.03.A** or **903.11** and **411.03.B**; however, for mixes designed according to AASHTO T 312, the stability and flow requirements will be waived and the resistance to rutting requirements for surface mixtures must be met.

m. The tensile strength ratio (TSR) indicating the stripping and moisture susceptibility characteristics of the mix.

n. To identify critical mixes and make appropriate adjustments, the mix design shall meet the required design properties for stability, flow, voids in mineral aggregate (VMA), and production void content as specified in **307.03** and **411.03** at the bitumen content range of Optimum Asphalt Cement ±0.25%.

Establish the laboratory mix and compaction temperatures for the JMF in accordance with Table 407.03-1.

Table 407.03-1: Laboratory Mix and Compaction Temperatures

PG Binder Grade	Lab Mix Temperature (°F)	Lab Compaction Temperature (°F)
64-22, 67-22	Per temp./visc. chart	Per temp./visc. chart
70-22	320 – 345	295 – 320
76-22	320 – 345	305 – 330
82-22	320 – 345	305 – 335

Perform any additional laboratory testing of the mix using the laboratory mix and compaction temperatures listed on the approved JMF, with a tolerance of ± 5 °F for each temperature.

A Certified Laboratory Technician shall prepare and sign the Laboratory Design. To be certified, the technician shall have completed the Marshall Method of Mix Design School conducted by the Department, including the written and lab performance testing.

2. **Revision of Job Mix Formula.** The approved JMF shall remain in effect until the Engineer authorizes a change in writing. The Contractor, at any time after construction has started, may request that the JMF be revised, provided evidence is shown that the revision is necessary and the revised aggregate gradation will meet all applicable gradation requirements.

   Submit a revised JMF if, during the test strip construction and mix design/production verification procedure, changes are made to the mixture to comply with the specified criteria.

   Provide a new design for any change in source of materials.

   Submit all requests for design mix adjustments, redesigns, and new design mixes in writing to the Engineer for approval.

3. **Resistance to Plastic Flow.** Include, with the submitted JMF, test data showing that the material as produced will meet **307.03.A** or **411.03.B** when tested according to AASHTO T 245. Determine the bulk specific gravity of the laboratory compacted bituminous mixture (Marshall specimens) according to AASHTO T 166.

Mixes designed according to AASHTO T 312 are exempt from AASHTO T 245.

For surface mixtures used on roads with greater than 5,000 ADT, designed with the gyratory compactor (AASHTO T 312), include sufficient raw materials (aggregate and asphalt cement) with the submitted JMF so that the Central Laboratory may conduct rut testing in accordance with AASHTO T 340. The maximum allowable rut depth shall be 0.35 inches for roads with greater than or equal to 10,000 ADT and 0.40 inches for roads with 5,000 to 10,000 ADT.

Base the percent voids in the total mix on the maximum specific gravity of the bituminous mixture (Rice Gravity) according to AASHTO T 209. Calculate the voids in mineral aggregate (VMA) using the effective specific gravity of the aggregates.

D. Contractor's Quality Control

1. **General.** Assume responsibility for the quality of construction and materials incorporated in the Work. Provide and maintain a quality control system that will provide reasonable assurance that all materials conform to specification requirements.

   Conduct all quality control sampling and testing according to the approved Quality Control Plan and the Department's Policies on Sampling and Testing Procedures and Sampling of Asphalt Mixes for Verification of Laboratory Design. The requirements for the Contractor's quality control sampling and testing will remain in effect until final Project acceptance.

2. **Contractor Quality Control System.** Develop, implement, and maintain a quality control system that will provide reasonable assurance that all materials and products submitted to the Department for acceptance conform to the specified requirements.

   a. **Quality Control Technician.** Ensure that a Quality Control Technician, who is currently certified by the Department as a Certified Asphalt Plant Technician, is present at the asphalt plant during mix production. If the Department finds that the Quality Control Technician cannot perform as required by the position, the Department will revoke the certification and require replacement with a certified technician.

b. Documentation. Document all quality control procedures, inspections, and tests and make this information available for review by the Department throughout the life of the Contract. Maintain adequate records of all inspections and tests. The records shall indicate the nature and number of tests performed, the number and type of deficiencies found, and the nature of corrective action taken as appropriate.

The Contractor's documentation procedures will be subject to the review and approval of the Department before the start of the work and to compliance checks during progress of the work. Provide copies of all charts and records documenting quality control tests and inspections to the Engineer on a daily basis.

c. Charts and Forms. Record all conforming and nonconforming inspections and test results on approved forms and charts, and keep these records current and complete. Maintain test results at the Contractor's plant site laboratory and make such records available to the Engineer at all times during the performance of the work. Chart test results for the various materials and mixtures on forms that meet the Engineer's requirements. Provide an example of each proposed chart and form to the Engineer. Supply all charts and forms to be used to record results.

d. Corrective Actions. Promptly correct all errors, equipment malfunctions, process changes, or other assignable causes that have resulted or could result in the submission of materials, products, and completed construction that do not conform to the specifications.

If the Engineer finds that the Contractor is not controlling its process and is making no effort to take corrective actions, the Engineer will require that plant operations be ceased until the Contractor can demonstrate that it can and will control the process.

e. Laboratories with Measuring and Testing Equipment. Provide a fully equipped laboratory at the production site as specified in **106.06**. This facility may be permanent or portable. Furnish the laboratory with the necessary testing equipment and supplies for performing Contractor Quality

Control sampling and testing as well as Department Acceptance sampling and testing. To assure accuracy, the Department will check the testing equipment periodically according to the Department's Procedure for Qualified Laboratories.

f. Sampling and Testing. Sampling and testing methods and procedures to determine quality conformance of the materials and products shall be in accordance with **106.04**. Address in the Quality Control Plan the taking of samples for material characteristics and the plotting of the test results on control charts.

g. Alternative Procedures. The Engineer may approve the use of alternative sampling methods, procedures, and inspection equipment if such procedures and equipment provide, as a minimum, the quality assurance required by the Contract. Before applying such alternative procedures, describe them in a written proposal and demonstrate, for the Engineer's approval, that their effectiveness is equal to or better than the Contract requirements.

h. Mix Design/Production Verification. After the JMF has been approved, provide material that conforms to the approved JMF within the acceptance range specified in Table **407.20-2**. Consider the process to be out of control and cease plant operations if test results from a lot fall below the 90% pay factor limit for the values specified in Table **407.20-2**. The Contractor may resume plant operations upon demonstrating that it can and will control the process.

Sample and test asphaltic concrete base and surface mixes throughout production to verify that the mix being produced is within the criteria specified in Table 407.03-2. Also record such information on control charts. Note that this requirement applies only to mixes designed according to the Marshall Method of Mix Design.

With the exception of any individual mix of 1,000 tons or less, meet the requirements specified in Table 407.03-2 for all interstate projects, any project with a current Average Daily Traffic (ADT) exceeding 12,000, and any project utilizing modified asphalt cements.

Table 407.03-2: Mix Design Requirements

Property	Value
Maximum Theoretical Gravity	± 0.025 of Mix Design Value
Voids in Total Mix	As noted for production in **307.03** and **411.03**
Voids in Mineral Aggregate	Minimum as noted in **307.03** and **411.03**
Marshall Stability	Minimum as noted in **307.03** and **411.03**
Dust/Asphalt Ratio	As noted in **307.03** and **411.03**

The asphalt pavement mix design/production verification procedure shall consist of the following:

(1) Submit mix designs to the Engineer for approval before mix production. Once approved, produce sufficient mix to construct a test strip as specified in **407.15.C**.

(2) Perform maximum theoretical gravity and gradation tests from material produced for constructing the test strip. A Quality Control Technician, who is currently certified by the Department as a Certified Asphalt Mix Design Technician, shall perform these tests under the Engineer's observation.

(3) Place no more than 500 tons of mix until the verification testing, with the exception of TSR, is complete. Without complete test results, the Contractor, at its risk, may continue to produce and place mixture in excess of the first 500 tons; however, all mixture will be subject to price adjustment or removal at the discretion of the Engineer if the test results do not comply with the specifications.

If the test results for the produced mix are within the limits required for production, as specified in Table 407.03-2, and mix density requirements are met, the Contractor may proceed.

If not, prepare a revised design before start up and submit to another evaluation process for the revised design. Place no more than 100 tons of mix during this trial. Repeat this process until an acceptable mix can be produced. All test strip and mixture design/production verification material will be subject to applicable price adjustments or removal at no cost to the Department. If the tensile strength ratio (TSR) results are not in compliance with the specifications, immediately stop production until mixture adjusts are made.

(4) During construction, perform verification testing, for each half-day's production, for mix quality control. Use a random numbers table to determine when to collect samples for testing.

(a) When the test results are outside the allowable criteria, immediately obtain a subsequent sample and test it for compliance.

(b) If the subsequent test results are within allowable limits, the Contractor may continue mix production.

(c) If the subsequent test results are outside allowable limits, do not resume mix production until it can be demonstrated to the Engineer that adequate corrective action has been taken. The Contractor may then produce sufficient mix, not to exceed 100 tons, to provide a representative sample for determining stability, voids in the total mix, and the dust/asphalt ratio. Do not continue with mix production until test results indicate compliance with Table 407.03-2 and the specified density.

3. **Quality Control Plan.** At the beginning of each paving season, submit in writing the proposed Quality Control Plan for the Engineer's approval. Include in this plan the sampling, testing, and inspection activities, and the anticipated frequencies of each, which the Contractor will follow to maintain process control. This Quality Control Plan shall apply to all Department contracts for the

calendar year. If a change is made to the Quality Control Plan during the year, communicate such changes to the Regional Materials Supervisor. Refer to the recommended series of sampling, testing, and inspecting activities shown in Table 407.03-3.

Table 407.03-3: Recommended Items for a Contractor Quality Control Plan

A. All Types of Plants

1. Stockpiles
   a) Determine gradation of all incoming aggregates.
   b) Inspect stockpiles for separation, contamination, segregation, etc.
   c) Conduct a fractured face count when gravel is used as coarse aggregate.
   d) Determine the percent of glassy particles in slag coarse aggregate.
   e) Determine gradation and asphalt content of reclaimed asphalt pavement when used as a component material.

2. Cold Bins
   a) Calibrate the cold gate settings.
   b) Observe operation of cold feed for uniformity.
   c) Ensure that bins have proper dividers to prevent materials from spilling over into adjacent bins.

3. Dryer
   a) Observe pyrometer for aggregate temperature control.
   b) Observe efficiency of the burner.
   c) Determine the percent dust coating on plus 4 material.
   d) Check dried aggregate for contamination due to incomplete combustion of fuel.

4. Hot Bins
   a) Determine gradation of aggregates in each bin.
   b) Determine theoretical combined grading.

5. Bituminous Mixture
   a) Determine percent bitumen.
   b) Determine mix gradation.
   c) Check mix temperature.
   d) Determine percent moisture in mix when reclaimed

asphalt pavement is a component material. e) Determine Loss-On-Ignition (LOI) of aggregates in mix where applicable. f) Check the mix for uncoated aggregate. g) Ensure that handling procedures do not contribute to segregation of the mix.
B. Batch Plants 1. Batch Weights – Determine percent used and weight to be pulled from each bin to assure compliance with the JMF. 2. Check mixing time (both dry and wet). 3. Check operations of weigh bucket and scales. 4. Document accuracy of all weighing and metering devices for: a) Asphalt cement b) Aggregate c) Anti-strip additive
C. Drum Mixer Plant 1. Calibrate the cold feed and prepare a calibration chart for each cold gate. 2. Develop information for the synchronization of the aggregate feed and the bituminous material feed. 3. Determine moisture content of aggregate being fed into dryer. 4. Determine the percent dust coating on dried plus 4 material. 5. Check dried aggregate for incomplete combustion of fuel. 6. Document accuracy of all weighing and metering devices for: a) Asphalt cement b) Aggregate c) Anti-strip additive

Consider the activities identified in Table 407.03-3 to be normal activities necessary to control the production of asphalt concrete at an acceptable quality level. However, note that depending on the type of process or materials, some of the activities listed may not be necessary, and in other cases, additional activities may be required. The frequency of these activities will also vary with the process and the materials. When the process varies from the defined process average and variability targets, increase the frequency of these activities as necessary to restore proper conditions.

Plot and keep up-to-date control charts for all Quality Control Sampling and Testing. Provide control charts for the following:

(a) Extracted asphalt content

(b) Mix gradation

(c) Dust to asphalt ratio

(d) Maximum theoretical gravity (when required)

(e) Voids in total mix (when required)

(f) Stability (when required)

Post all current control charts in the asphalt lab where they can be seen.

The Contractor is responsible for formulating all design mixes with the exception of plant mix seal coat mixes. No lab design is required for **307** Grading A, AS, and ACRL mixes. However, establish the anti-strip additive dosage rate and verify compatibility of mixture materials by the ten minute boil test as specified in **407.03.E.2**. Submit all Contractor-furnished design mixes to the Department for approval prior to their use. Provide process control of all materials during handling, blending, mixing, and placing operations.

If reclaimed asphalt pavement (RAP) is approved for use as a component material in a hot bituminous mixture, the Contractor's Quality Control Plan shall include determination of the gradation and asphalt content of the RAP material at a minimum frequency of 1 stockpile sample per 2,000 tons used in the mixture.

E. Testing Procedures

Conduct the Tensile Strength Ratio (TSR), Stripping, and Loss on Ignition (LOI) testing in accordance with the following:

1. **Tensile Strength Ratio.** Perform testing for stripping and moisture susceptibility of the mixture according to ASTM D 4867, Standard Test Method for Effect of Moisture on Asphalt-Concrete Paving Mixtures (Root-Tunnecliff Procedure).

   Specimen tested for stripping and moisture susceptibility according to Root-Tunnecliff Procedures shall meet the criteria specified in Table 407.03-4.

Table 407.03-4: Criteria for Stripping and Moisture Susceptibility

Asphalt Cement	Minimum Tensile Strength	Minimum TSR
Polymer Modified	100 psi	80%
Non-Polymer Modified	80 psi	80%

2. **Ten Minute Boil Test (Stripping)**

   a. **Field Test.** Test the completed mix for stripping at the asphalt plant as follows:

      (1) From a sample of the completed mix, visually select a minimum of 50 grams of the plus No. 4 material and place immediately in boiling water.

      (2) Continue to boil for 10 minutes, pour off water, and place coated aggregate on a paper towel.

      (3) Perform a visual inspection to verify that the coated aggregate shows no evidence of stripping.

   b. **Laboratory Test.** Determine the dosage rate for anti-stripping additive in the laboratory as follows:

(1) Wash and surface dry 50 grams of the mineral aggregate passing the 1/2-inch sieve and retained on the No. 4 sieve.

(2) Thoroughly coat the selected aggregate with the blend by stirring the mixture heated to 250° F.

(3) Immediately place the material in boiling water.

(4) Continue to boil for 10 minutes, pour off water, and place coated aggregate on a paper towel.

(5) Perform a visual inspection to verify that the coated aggregate shows no evidence of stripping.

3. **Test for Percent Loss on Ignition (LOI) of the Mineral Aggregate in an Asphalt Paving Mixture.**. Conduct Loss on Ignition Testing as follows:

   a. Obtain a representative aggregate sample and weigh approximately 600 grams into an assayer's fire clay crucible that has been ignited to constant weight. Place a cover on the crucible to prevent pop-out of aggregate while heating.

   b. Ignite the covered crucible and its contents in a muffle furnace at 1742° F to constant weight (minimum of 8 hours).

   c. Cool the crucible and contents to room temperature and weigh.

   If the aggregate sample is obtained by extraction with a vacuum extractor, correct the weights before and after ignition for filter aid using the following equation:

$$\text{Percent loss on ignition} = \frac{(\mathrm{A} - \mathrm{B}) \times 100}{\mathrm{A}}$$

Where:

A = weight of sample before ignition (corrected for filter aid)
B = weight of sample after ignition (corrected for filter aid)

EQUIPMENT

407.04 Bituminous Mixing Plant

Provide sufficient storage space for each size aggregate. Keep the different sizes separated until they have been delivered to the cold elevator or belt feeding the dryer. Maintain the storage yard in a neat and orderly condition and ensure that the separate stockpiles are readily accessible for sampling.

Plants used to prepare bituminous mixture shall meet all requirements specified in **407.04.A**. In addition, batch mixing plants shall meet **407.04.B**, continuous mixing plants shall meet **407.04.C**, and dryer-drum mixing plants shall meet **407.04.D**.

A. Requirements for All Plants

Mixing plants shall be of sufficient capacity and so coordinated to adequately handle the proposed bituminous construction.

1. **Equipment for Preparing Bituminous Material.** Provide tanks that are equipped to heat and hold bituminous material at the required temperatures. The circulating system for the bituminous material shall be designed to ensure proper and continuous circulation during the operating period. Make provisions for measuring and sampling the storage tanks' contents.

2. **Feeders for Dryer.** For each size aggregate, provide separate feeders that can deliver the aggregates onto the belt going to the dryer in proper proportions. Use mechanical feeders with separate adjustable gates to feed each size aggregate onto the belt.

   Provide adequate means to ensure a constant and uniform flow of material from each bin. Equip bins containing fine aggregate with vibrators if necessary.

   Do not blend or mix different aggregates, or different sizes of the same aggregates, with clam shells, bulldozers, high lifts, or similar equipment.

   Feed the aggregate into the dryer so as to obtain a uniform production and uniform temperature.

3. **Dryer.** The plant shall include a dryer or dryers that are capable of:

   a. agitating the aggregate continuously during the heating and drying process;

   b. heating and drying all aggregates to the temperature required, and

   c. supplying the mixing unit continuously at its operating capacity.

Ensure that dryers are constructed and operated so that aggregates will not be contaminated with unburned fuel.

4. **Screens.** Provide plant screens, capable of screening all aggregates to the specified sizes and proportions and having normal capacities in excess of the mixer's full capacity.

The Contractor may allow a consistent carry-over, not to exceed 20%, on any screen. If any bin contains more than 20% of material that is undersized for that bin, empty the bin and correct the cause of this condition.

Provide approved scalping screens on all dryer-drum mixing plants; additional screens will not be required.

5. **Bins.** Provide storage bins of sufficient capacity to supply the mixer when it is operating at full capacity. Arrange bins to ensure separate and adequate storage of appropriate fractions of the mineral aggregates. For each bin, provide overflow pipes of the size and at the location needed to prevent material from backing up into other compartments or bins. Provide each compartment with an outlet gate constructed so that, when closed, no leakage occurs. The gates shall be cut off quickly and completely. The bins shall be constructed to provide adequate and convenient approved facilities for obtaining representative samples of aggregate from the full flow of each compartment. These bins are not required in an approved Dryer-Drum Mixing Plant. When using mineral filler, provide separate dry storage and equip the plant to uniformly and accurately feed the filler into the mixer.

6. **Bituminous Control Unit and Anti-Stripping Additive (ASA) Systems.** Provide means for weighing or metering the bituminous material to ensure the proper amount of material is added to the mix within the tolerance specified. Provide means for checking the quantity or rate of flow of bituminous material into the mixer.

   Where required, use approved in-line blending equipment to add anti-stripping additive, other than hydrated lime, meeting **921.06.B**. Provide a storage tank for the ASA that can maintain a constant temperature without overheating the additive. Store the additive according to the manufacturer's recommendations and at a temperature of 150 ºF or less. The in-line blending equipment on drum plants shall have a totalizing "flow meter" capable of measuring the actual flow rate within the production range of 0.00 to 1.00 gallons per minute at increments of 0.05 gallons. Batch plants shall have a totalizing flow meter that displays the total gallons of material dispensed. The dispenser and/or pumps shall be capable of adding the heat stable ASA within a tolerance of 10% of the specified rate.

7. **Thermometric Equipment.** Fix an armored thermometer, capable of reading an adequate temperature range, in the bituminous feed line at a suitable location near the charging valve at the mixer unit.

   At the discharge chute of the dryer, also place an approved thermometric instrument that can register automatically or indicate the temperature of the heated aggregates. With the Engineer's approval, the Contractor may place the thermometric instrument within the fines bin.

   Equip the plant with an approved automatic recording and regulating apparatus to control the temperature of the aggregates.

8. **Dust Collector.** Equip the plant with a dust collector constructed to uniformly waste or return to the dried aggregate all or any part of the material collected. Handle collected baghouse fines intended for recirculation into the mix as if it were mineral filler or feed by another suitable method approved by the Engineer. Provide means to calibrate and adjust the dust fed from a baghouse.

9. **Safety Requirements.** Provide adequate and safe stairways to the mixer platform and sampling points. Place guarded ladders to other plant units at all points requiring access to plant operations. Provide access to the top of truck bodies by a platform or other suitable device to allow the Engineer to obtain samples and mixture temperature data. Provide a hoist or pulley system to raise scale calibration equipment, sampling equipment, and other similar equipment from the ground to the mixer platform and return. Guard and protect all gears, pulleys, chains, sprockets, and other dangerous moving parts. Provide ample and unobstructed space on the mixing platform. Maintain a clear and unobstructed passage at all times in and around the truck loading area. Keep this area free of drippings from the mixing platform.

10. **Field Laboratory.** Provide a Type B field laboratory as specified in **106.06**.

11. **Surge and Storage Systems.** The Contractor may use surge and storage systems if the Department approves each system before use, and if the systems are designed to limit differences between material discharged from the bin or silo and material discharged directly from the plant.

    Equip the surge bins and storage silos with low and high mix level indicators. Place the low level indicator at a location on the bin or silo that has been predetermined to prevent segregation of the mix.

    Arrange the conveyor system used with the surge bins or storage silos so that samples of the mix or dry material may be conveniently taken.

    Ensure that storage silos are closed, insulated, and heated so as to prevent localized heating. The storage silo shall be capable of being sealed to prevent oxidation of the mixture. Equip surge bins with a rain cover capable of preventing water from entering the mix in the bin.

    The Engineer will base approval of a surge or storage system on inspection and tests that indicate that the system is capable of conveying, retaining, and delivering the bituminous mixture:

    a. Within the tolerance ranges as set forth on the JMF;

b. Without segregation; and

c. Without balling or hardening.

The Engineer may withdraw approval of a surge or storage system if tests, inspections, or both indicate that the system is having a detrimental effect on the bituminous mixture.

The Engineer will reject bituminous mix found to be damaged in any way by the use of a surge or storage system.

Mount, under the loading hopper, platform truck scales that meet the requirements of **109** and that are capable of recording tare and gross weights.

12. Warm Mix Asphalt Process Equipment. The Contractor may modify plants to reduce production and placement temperatures as specified in **407.11.B**. Obtain the Department's approval before making plant modifications for warm mix asphalt production temperatures. Modifications shall not impair the plant's ability to maintain temperature control or mixture proportions.

Ensure that modifications made to the plant to reduce mixing temperatures meet the requirements listed for warm mix asphalt additives in the Department's Qualified Products List (QPL).

B. Requirements for Batching Plants

1. Plant Scales. Provide dial scales for weighing of all aggregates and mineral filler, in the suspended weigh box. Dial scales shall be of a standard make and of sufficient size to allow the numerals on the dial to be read at a distance of 25 feet. The dials shall be of the compounding type having a full complement of index pointers. The value of the graduation of scales shall be as specified in Table 407.04-1.

Table 407.04-1: Graduation of Scales

Aggregate Amount (pounds)	Scale Graduation
< 5,000	≤ 5 pounds
5,000 to 10,000	≤ 10 pounds
> 10,000	≤ 0.1% scale capacity

Do not use pointers that give excessive parallax errors. Locate dial scales to be in plain view of the operator at all times. When bituminous material is measured by weight, equip the asphalt weigh bucket with a separate dial scale with a minimum graduation not greater than 2 pounds. All dial scales shall be accurate within a tolerance of 0.5%. Eliminate vibration by setting the scales on a separate foundation, if required. Provide each installation of scales with ten standard 50-pound weights meeting the requirements of the U.S. Bureau of Standards for calibrating and testing weighing equipment. Inspect scales as often as the Engineer deems necessary to ensure their continued accuracy.

Provide an approved automatic printer system that will print the weights of the material delivered, when the system is used in conjunction with an approved automatic batching and mixing control system. Provide a weigh ticket for each load as evidence of such weights.

2. **Weigh Box or Hopper.** Provide means for accurately weighing each size of aggregate and mineral filler in a weigh box or hopper suspended on scales. The weigh box or hopper shall be of ample size to hold a full batch without hand raking or running over. The gate shall close tightly so that no material can leak into the mixer while a batch is being weighed.

3. **Bituminous Control.** Provide a bituminous material bucket of a non-tilting type. The length of the discharge opening or spray bar shall be not less than 3/4 the length of the mixer, and it shall discharge directly into the mixer. The bituminous material bucket, its discharge valve or valves, and spray bar shall be adequately heated. Steam jackets, if used, shall be efficiently drainable and all connections shall be so constructed that they will not interfere with the efficient operation of the bituminous scales. The capacity of the bituminous material bucket shall be at least 15% in excess of

the weight of bituminous material required in any batch. Provide the plant with an adequately heated, quick-acting, non-drip, charging valve located directly over the bituminous material bucket. If the bituminous material is metered, the indicator dial shall have a capacity of at least 15% in excess of the quantity of bituminous material used in a batch. The meter indicator dial shall have a scale with divisions measuring in gallons equivalent to a weight sensitivity of 0.04% of the total batch weight. The meter shall be accurate within a tolerance of 0.5%. The controls shall be capable of being locked at any dial setting and automatically resetting to that reading after the addition of bituminous material to each batch. The dial shall be in full view of the mixer operator. Automatically control the flow of bituminous material so that it will begin when the dry-mixing period is over. All of the bituminous material required for one batch shall be discharged in not more than 15 seconds after the flow has started. The size and spacing of the spray bar openings shall provide a uniform application of bituminous material the full length of the mixer. Provide the section of the bituminous line between the charging valve and the spray bar with a valve, and provide the spray bar with a valve and outlet for checking the meter when a metering device is substituted for a bituminous material bucket.

4. **Mixer.** Provide an approved twin pugmill type mixer, steam or hot oil jacketed, that is capable of producing a uniform mixture within the job mix tolerances and that is constructed to prevent leakage of its contents. Equip the mixer with a sufficient number of paddles or blades set in the "run around" order, and operate at such speed as to produce a properly and uniformly mixed batch. The depth of the material in the pugmill shall not be above the tips of the paddles. If not enclosed, equip the mixer box with a dust hood to prevent loss of dust.

   The clearance of blades from all fixed and moving parts shall not exceed 1 inch unless the maximum diameter of the aggregate in the mix exceeds 1-1/4 inches, in which case the clearance shall not exceed 1-1/2 inches.

5. **Control of Mixing Time.** Equip the mixer with an accurate time lock to control the operations of a complete mixing cycle. It shall lock the weigh box gate after the charging of the mixer until the closing of the mixer gate, at the completion of the cycle. It shall lock the bituminous material bucket throughout the dry-mixing

period and shall lock the mixer gate throughout the dry and wet-mixing periods. The dry-mixing period is defined as the time interval between the opening of the weigh box gate and the start of introduction of bituminous material. The wet-mixing period is the time interval between the start of introduction of bituminous material and the opening of the mixer gate. The control of the timing shall be flexible and capable of being set at intervals of 5 seconds or less throughout a total cycle of up to 3 minutes. As a part of the timing device, install a mechanical batch counter that is designed to register only batches that have been mixed for the full time interval. Set the time intervals in the presence of and at the direction of the Engineer, who will then lock the case covering the timing device until a change is needed in the timing periods.

6. **Operator's Platform Observation House.** Equip the plant with a scale observer's house, mounted on or near the weigh platform and situated so that the aggregate and asphalt scales, asphalt thermometer, and pyrometer are plainly visible from within the house.

   Using approved materials, soundly construct the house to have at least 45 square feet of floor space and to be air conditioned by a unit of at least 12,000 Btu. The Contractor may install all batch controls in the house. However, do not use the house for storage or purposes other than to house the batch controls, plant operator, and Department Inspector. If choosing not to move the plant controls into the house, situate it so as to provide the scale inspector with a full view of the control panel.

   If the scale-observer's house is located on the asphalt plant, provide an adequate secondary means of escape in the event of fire or explosion.

   The Department will consider the house to be part of the plant and will not directly pay for its construction and maintenance.

C. Requirements for Continuous Mixing Plants

1. **Aggregate Proportioning.** Provide the plant with means for accurately proportioning each size of aggregate. The plant shall have a feeder mounted under each compartment bin. Each compartment bin shall have an accurately controlled individual gate to form an orifice for measuring volumetrically the material

drawn from each compartment. Equip bins with adequate tell-tale devices to indicate the position of the aggregates in the bins at the lower quarter points.

The feeding orifice shall be rectangular with one dimension adjustable by positive mechanical means provided with a lock. Provide indicators for each gate to show the respective gate opening in inches.

Ensure that mineral filler can be fed into the mixer continuously and uniformly in the proportion set out in the JMF, and in a manner satisfactory to the Engineer.

2. **Weight Calibration of Aggregate Feed.** Equip the plant with an approved revolution counter that is in satisfactory working condition. Provide means to calibrate gate openings by weighing test samples. Make provisions so that materials fed out of individual orifices may be bypassed to individual test boxes. Equip the plants to handle individual test samples weighing not less than 200 pounds. Provide accurate scales to weigh such test samples.

3. **Synchronization of Aggregate Feed and Bituminous Material Feed.** Provide positive interlocking control between the flow of aggregate from the bins and the flow of bituminous material from the meter or other proportioning device. This control may be achieved using mechanical means or any other positive method satisfactory to the Engineer.

4. **Mixer.** Provide a continuous mixer of an approved twin pugmill type, which is adequately heated and capable of producing a uniform mixture within the job mix tolerances. The paddles shall be adjustable for angular position on the shafts and reversible to retard the flow of the mix. The mixer shall have a manufacturer's plate indicating the net volumetric contents of the mixer at the several heights inscribed on a permanent gauge. Provide charts showing the rate of feed of aggregate per minute for the aggregate being used. Determine the mixing time by the weight method, using the following formula (with weights determined for the job using tests conducted by the Engineer) where:

$$\text{Mixing time in seconds} = \frac{\text{Pugmill dead capacity in pounds}}{\text{Pugmill output in pounds per second}}$$

5. **Surge Hopper.** Equip the mixer with a discharge hopper with dump gates that will allow rapid and complete discharge of the mixture and of such size and design that no segregation of the mixture occurs.

6. **Platform Truck Scales.** Platform truck scales shall meet the requirements of **109**.

D. Requirements for Dryer-Drum Mixing Plants

1. **Control of Aggregate.** Stockpile and handle aggregates so as to prevent any significant amount of segregation, contamination, or degradation. Construct stockpiles as specified in **903.20**.

   Each aggregate shall have a separate feeder with a positive feed that can be easily and accurately calibrated. Provide a flow indicator and an audible warning device on each separate feeder to ensure a constant and uniform flow of aggregate from each bin onto the belt.

   Feed mineral filler, if required, into the mixer continuously and uniformly in the proportion set out in the JMF and in a manner approved by the Engineer.

2. **Synchronization of Aggregate Feed and Bituminous Material Feed.** Provide satisfactory means to allow a positive interlocking control between cold aggregate feed and asphalt. Base the control setting for the asphalt flow on the dry weight of the aggregate. Provide an acceptable method for proportioning asphalt flow as variations in aggregate flow take place. Provide a metering system to measure the flow of asphalt into the drum, and locate an approved method of checking and calibrating the metering system in the control house. Provide an automatic interlock system that will shut off the asphalt flow and the burner when the aggregate flow ceases.

3. **Temperature Control.** Provide dryer-drum mixing plants equipped with a recording pyrometer or other approved thermometric instrument sensitive to a rate of temperature change of not less than 10 °F per minute. The system shall be equipped with automatic burner controls and shall provide for temperature sensing of the bituminous mixture at discharge from the drum.

4. **Scales and Metering Systems.** Provide weights and charts for checking the accuracy of the belt scales and the bituminous metering system. The scales and meters shall be accurate within a tolerance of 0.5%.

   The belt scale that weighs the combined aggregate shall be in accordance with the National Institute of Standards and Technology Handbook 44.

5. **Sampling Devices.** Use an approved method for sampling individual cold feeds and sequential sampling of aggregate and asphalt under full scale production. The sampling device and procedures used shall be approved by the Engineer and shall not interrupt normal operation.

6. **Platform Scales.** Make certified platform scales available for checking the asphalt metering system and for weighing or checking loads of asphalt mix as specified in **109**.

7. **Silos or Surge Bins.** Provide surge bins or storage silos as specified in **407.04.A.11**. If a silo is not provided, use an approved surge bin capable of holding sufficient mix to allow the plant to operate at an efficient rate of production, and ensure the system is capable of conveying, retaining, and delivering the bituminous mixture so that it is within the JMF and without segregation. The Engineer will reject mix that is damaged in any way.

   The surge bin may include an approved weighing system. If a weighing system is included in the surge system, provide approved weights for checking the weighing system. Check the system in maximum increments of 5,000 pounds and in a minimum of 3 increments. Check the system through its entire weighing range to or above the maximum weight that is expected to be applied. The system shall be accurate within a tolerance of 0.5%.

   For surge bins that do not include a weighing system, mount platform truck scales meeting the requirements of **109** under the loading hopper.

8. **Aggregate Feed.** Proportion aggregate by feeding each size aggregate from a separate cold bin. The belt that delivers the aggregate shall have a load cell capable of registering the amount of flow from each individual bin on a readout in the control office;

alternatively, the Contractor may proportion the aggregate by a linear system based on measured RPM of each feeder belt at a constant gate opening to feed aggregate at a predetermined rate that is set in the control office and that has a readout in the control office. Ensure that the rate of feed as determined from the bin settings agrees with the load cell on the collection belt feeding the dryer within a tolerance of ±10%. If the predetermined tolerance is exceeded, an alarm shall sound, and if corrections are not made within 60 seconds, the plant shall automatically shut down. The aggregate feed system shall employ computer controlled adjustments to automatically produce mix of the correct proportions over the plant's entire range of production rates.

If the Engineer has previously calibrated and approved the plant for temporary manual operation, the plant may run for a period not to exceed 2 working days, or portions thereof, on manual should a computer breakdown occur.

9. **Electronic Data Retention.** The computer system and automatic weighing system shall include means to retain all electronic data during electrical power failures.

407.05 Hauling Equipment

Trucks used for hauling bituminous mixtures shall have tight, clean, smooth metal beds that have been thinly coated with a minimum amount of paraffin oil, hydrated-lime solution, or other approved material from the Department's QPL to prevent the mixture from adhering to the beds. Immediately after loading at the plant, cover each truck with a cover of canvas or other suitable material that is of sufficient size to protect the mixture from the weather. Allow the cover to lap down along the sides and rear of the truck bed a minimum of 6 inches, and use tie downs to secure the cover at a maximum of 5-foot spacing along the sides and rear of the truck bed. When necessary to ensure the mixture will be delivered on the road at the specified temperature, insulate truck beds and securely fasten the covers. Provide a 3/8-inch hole in the side of each truck bed for inserting a thermometer.

407.06 Bituminous Pavers and Material Transfer Devices

A. Pavers

Bituminous pavers shall be self-contained, power-propelled units provided with an activated screed, equipped to be heated, and capable of spreading and finishing courses of bituminous plant mix material in lane widths applicable to the specified typical section and thickness shown on the Plans. All paver extensions shall be full assembly extensions, including activated and heated screeds, auger extensions, auger guards, and throw-back blades to place mix beneath the auger gearbox. When augers are extended, the maximum distance from the augers to the end plate shall be 18 inches. Augers shall be within 4 feet of the end plate on trailing edge extendible screeds; however, if using bolt-on extensions, extend the augers a distance equal to the length of the bolt-on extensions. Do not use strike-off boxes, except on sections of continuously varying width. For shoulders less than 8 feet in width and similar construction, the Contractor may place materials using approved mechanical spreading equipment.

Equip the paver with a receiving hopper that has sufficient capacity for a uniform spreading operation. The hopper shall be equipped with a distribution system to place the mixture uniformly in front of the screed.

The screed or strike-off assembly shall produce a finished surface of the required evenness and texture without tearing, shoving, or gouging the mixture.

Equip all asphalt paving machines with automatic grade and slope controls. Both the grade and slope controls shall be in working order at all times; however, if the automatic controls fail, the Contractor may finish the day’s work using manual controls, but shall not resume work the following day until both the grade and slope controls are in first class working order.

The Engineer may allow the Contractor to pave the inside shoulder concurrently with the inside traffic lane, subject to the Engineer’s approval of the price adjustment for the mix used on the shoulder and of the paving and rolling equipment. In addition, the paver shall have an articulated screed that can be adjusted to fit the pavement cross-section and a power unit capable of handling the increased loading without undue stress.

B. Material Transfer Devices (MTDs)

Provide a Material Transfer Device (MTD) capable of transferring the asphalt from the truck or trailer to the asphalt paver without coming in contact with the asphalt paver. Use a MTD when placing all asphalt mixes, including shoulder mixes, with the exception that it will not be required when placing CS mix. An exception may be allowed due to lane width or safety issues if approved by the Engineer.

The MTD shall have a minimum storage capacity of 15 tons, and shall be equipped with mixing augers in the bottom of the storage hopper that are capable of remixing or re-blending the material as the material is removed from the storage hopper. The mixing augers shall be operational and used at all times during placement of the asphalt mixes. The MTD shall have a rear discharge conveyor that swivels a minimum of 150 degrees to allow feeding the paving machine from the front, side or rear.

Insert a stationary surge hopper into the paving hopper of the paver being fed by the MTD. The stationary surge hopper shall be considered as part of the MTD and shall have sloping sides (minimum of 60 degrees from horizontal) and a minimum storage capacity of 15 tons.

Obtain the Department's approval of models and manufacturers of MTDs before using on the Project. The Department will make no direct payment for use of an MTD and will consider all cost of furnishing and operating the MTD as incidental to the work.

407.07 Rollers

Provide self-propelled rollers, of steel-wheel, pneumatic tire, and/or vibratory type, which are in good condition and capable of reversing without backlash. Operate rollers at speeds slow enough to avoid displacement of the bituminous mixture. Equip rollers with a device for moistening and cleaning the wheels as required.

The required rollers shall be on the job, inspected, and approved before the start of paving operations.

Rollers shall meet the following additional requirements:

1. The steel-wheel roller shall weigh a minimum of 8 tons and may be either a three wheel or tandem type.

2. The pneumatic tire rollers shall have a minimum contact pressure of 85 pounds per square inch. The roller shall contain two axles upon which at least seven pneumatic-tire wheels are mounted so as to ensure the rear set of tires will not track the front set. The axles shall be mounted in a rigid frame provided with a loading platform or body suitable for ballast loading. Uniformly inflate the tires. Provide the Engineer with charts or tabulations of the contact area and contact pressures for the full range of tire inflation pressures and loadings for each size of roller tire provided. In place of a pneumatic tire roller, the Contractor may substitute a combination roller (pneumatic and steel wheel combination) of the make and model approved by the Department.

3. The Contractor may use vibratory rollers if the Engineer approves the particular roller proposed for use.

When paving the inside shoulder concurrently with the inside traffic lane, provide an additional roller, having a minimum width of 4 feet to a maximum width of 1 foot wider than the inside shoulder being paved, to compact the shoulder. Do not allow either the roller(s) on the inside traffic lane or the roller on the shoulder to traverse between the inside shoulder and the inside traffic lane.

407.08 Small Tools

Provide all necessary small tools, and keep them clean and free from accumulations of bituminous materials.

CONSTRUCTION REQUIREMENTS

407.09 Weather Limitations

The Contractor may place bituminous plant mix on properly constructed and accepted subgrade or previously applied layers if:

1. The subgrade and the surface upon which the bituminous plant mix is to be placed is free of excessive moisture, and

2. The bituminous plant mix is placed according to the temperature limitations specified in Table 407.09-1 and when weather conditions otherwise allow the pavement to be properly placed, compacted, and finished.

Table 407.09-1: Temperature Limitations

Compacted Thickness	Minimum Air or Surface Temperature (°F)	
	Unmodified mixes (PG 64, 67)	**Modified mixes (PG 70, 76, 82)**
≤ 1.5 inches	45	55
> 1.5 inches to < 3.0 inches	40	50
≥ 3.0 inches	35	45

3. Do not place bituminous plant mix, with a compacted thickness of 1.5 inches or less, between November 30 and April 1. Do not place bituminous plant mix, with a compacted thickness greater than 1.5 inches, between December 15 and March 16. Only place 411-TL, 411-TLD, and 411-OGFC mixtures when the pavement surface temperature and the ambient air temperature are a minimum of 55 °F and rising; limit placement to the period from April 1 to November 1.

4. The Contractor may request a variance from the above required temperature and seasonal limitations to pave at lower temperatures if there is a benefit to the public. Submit such requests in writing at least one week before the anticipated need, and include a Paving and Compaction Plan for Cold Weather that meets the Department's Procedure. The plan shall identify what practices and precautions the Contractor intends to use to ensure the mixture is placed and compacted to meet the specifications. The plan shall include compaction cooling curves estimating the time available for compaction, the intended production, haul, and compaction rates, with paver and roller speeds estimated. The Contractor may consider using such practices as the addition of rollers, reduced production and paving rates, insulated truck beds, and heating the existing surface.

If the specified densities are not obtained, stop all paving operations and develop a new plan. All mixture failing to meet specifications will be subject to price adjustments or removal and replacement at no cost to the Department.

407.10 Conditioning the Existing Surface

If bituminous mixes are to be placed upon an existing concrete pavement, with or without a bituminous overlay, remove all excess bituminous material from joints and cracks. Remove sections of existing pavement that are broken and pumping under traffic. Remove pavement where blowups have occurred at joints or cracks to provide a minimum opening of 1 foot for the full width of the pavement.

If the bituminous mixture is to be placed upon an existing bituminous pavement, remove areas containing excess bitumen and failures in the existing surface and base as directed by the Engineer.

Adjust all manholes and catch basin frames, which are associated with the storm sewer system, to the finished grades of the pavement. Unless otherwise specified, make such adjustments at no additional cost to the Department. The respective Utility Owner(s) will properly adjust all utility manholes, utility valve covers, and similar structures, to the finished grades of the pavement, unless otherwise shown on the Plans.

Remove unsatisfactory subgrade material encountered when removing the existing pavement and replace with approved material. Use overlay mixture or other approved material to fill openings left by the pavement and base removal to the full depth of the existing pavement, as directed by the Engineer, and compact the material in layers not to exceed 3 inches in thickness.

Paint contact surfaces of curbing, gutters, manholes, and other structures with a thin, uniform coating of bituminous material before placing the mixture against them.

When shown on the Plans, bring existing surfaces that are warped and irregular to uniform grade and cross-section using the leveling mixture specified in **307**.

407.11 Preparing the Bituminous Material

A. Hot Mix Asphalt (HMA)

Heat the bituminous materials for hot mixes to the required mixing temperature specified in Table 407.11-1.

Table 407.11-1: Mixing Temperatures

PG Binder Grade	Minimum Temperature (°F)	Maximum Temperature (°F)
PG 64-22, PG 67-22	270	310
PG 70-22	290	330
PG 76-22	290	330
PG82-22	290	330

The temperature for Grading AS, Grading ACRL, and Grading TPB mixtures shall be between 225 and 275 °F, except when modified binders are used, and then the temperatures shall be between 250 and 310 °F. Aggregate should be coated and no visible drain down should occur in storage silos or hauling equipment.

B. Warm Mix Asphalt (WMA)

The Contractor may subject the produced mixture to reduced production and placement temperatures by adding a chemical warm mix additive meeting **921.06.B.3** or by making plant modifications as specified in **407.04.A.12.**

When using either WMA technology, the maximum mixing temperature for any grade of asphalt cement shall be no more than 300 °F. At the beginning of a day's production, the producer may produce up to five truckloads at the temperatures specified in Table 407.11-1 to pre-heat placement equipment (pavers, transfer devices) before producing WMA. Indicate the laboratory mixing and compaction temperatures on the JMF during the mix design approval process. A tolerance of ±5.0 °F for each temperature will be allowed.

During test strip construction, ensure that all plant-produced WMA exhibits the ability to meet the test requirements for tensile strength ratio (TSR), conditioned tensile strength, Marshall Stability and flow, volumetrics, and boil test, as specified for HMA in specifications **307**, **407**, and **411**. Procedures for testing shall be in accordance with that which is defined for quality control and acceptance in **407.03.D.2.h** and **407.20.B.3**, respectively.

407.12 Preparation of Aggregates

Unless otherwise specified, dry and heat the aggregate for hot mixes so as to produce a completed mix of a uniform temperature as specified in Table 407.11-1. Adjust flames used for drying and heating to avoid damage to the aggregate and to avoid soot on the aggregate.

On all plants requiring screens, screen the hot dried aggregate into two or more fractions as specified. Convey the separated fractions into separate compartments ready for batching and mixing with bituminous material.

407.13 Mixing

Combine the dried aggregates within the mixer in the amount of each fraction of aggregates required to meet the JMF. Measure the bituminous material and introduce it into the mixer in the amount specified by the JMF.

After introducing the required amounts of aggregate and bituminous material into the mixer, mix the materials as long as necessary to obtain a complete and uniform coating of the particles and a thorough distribution of the bituminous material. The Engineer will determine wet-mixing time for each plant and for each type of aggregate used, but in no case shall the wet-mixing time be less than 25 seconds for batch type plants and 40 seconds for continuous mix plants.

The temperature of the completed mixture (determined at the time it is dumped from the mixer), made with aggregates containing absorbed moisture that causes foaming or boiling in the completed mix, shall be not less than 225 °F. The temperature of the mix when it is discharged from the mixer shall not deviate from that specified in **407.11.A**.

The Contractor may place hot-mixed bituminous mixtures in surge or storage silos if the mixture as used from the silos meets all the specification requirements for the particular mix involved.

When using surge or storage silos, as approved by the Engineer, meet the following additional requirements:

1. Provide a surge bin or storage silo system meeting **407.04.A.11**.

2. Empty the storage silos or surge bins when directed by the Engineer to check material quantities.

3. Limit hours of plant operation, whether for storage or direct shipment to the road, to reasonable working hours to allow normal inspection of plant operations.

4. Remove bituminous mixtures placed in a surge bin on the same day in which it is stored.

5. The Contractor may store bituminous mixtures of Gradings A, AS, ACRL, and B for up to 48 hours, and Gradings BM, BM2, C, CS, CW, D, E, and F for up to 96 hours, in a storage silo by complying with the following:

   (a) Add an approved silicone additive to the asphalt cement for mixes to be stored beyond the day of mixing.

   (b) Keep the stored bituminous mixture sealed at all times during storage.

   (c) Fill the storage silo to at least 90% of capacity.

6. The Inspector will take samples of the stored material following the period of storage.

7. The stored material is subject to the same temperature, segregation, and laying requirements as required for unstored plant production.

8. The Engineer will reject mixtures having excessive segregation, lumpiness, or stiffness.

9. Locate the surge bins and storage silos in a position that enables the top of the truckload to be visible to the load operator during the loading operation.

407.14 Spreading and Finishing

For Contracts requiring night work, supply sufficient lighting and equipment as specified in **712.04.H**.

The temperature of the mixture at the time of depositing in the paver hopper shall be as specified in Table **407.11-1**.

Place the mixture upon an approved surface, and spread and strike-off to the established line, grade, and elevation using approved asphalt paving machine(s). The Engineer may approve use of echelon or full-width paving if plant production is capable of supplying the paver so that a constant forward speed can be maintained. Use preset control string lines to control the alignment of the outside edge of the pavement. Where multi-course pavements are placed, offset the longitudinal joint in one layer from that in preceding layer by approximately 1 foot; however, construct the joint in the top layer at the center-line of the pavement if the roadway comprises two lane widths, or at lane lines if the roadway is more than two lanes in width. Pave in the direction of traffic.

Do not feed a paving machine from more than one asphalt plant. Coordinate plant production and paving operations to ensure constant forward movement of the pavers. The Engineer will consider repetitive interruptions or stopping of the paver as cause for stopping the work until the Contractor corrects the situation. If the paver must be stopped for a significant period of time, construct a joint and move the paver from the roadway before the bituminous mixture has cooled sufficiently to prevent proper compaction. If the bituminous mixture cools to the extent that the required density cannot be obtained, remove and replace the mixture at no cost to the Department.

Unevenness of texture, segregation (including end-of-load segregation) as measured by a properly calibrated nuclear gauge, or tearing or shoving of bituminous mixture during the paving operation, shall be reason to stop the paving. Only resume paving operations when the condition is corrected. Immediately remove unacceptable mix and replace at no cost to the Department. The Department will not allow excessive throwing back of the bituminous mixture.

Provide automatic screed controls using either the string line, ski type grade reference system, or a non-contact averaging system on all work regardless of the paver width. The Engineer may require a string line reference system on new construction. If the base has been finished with equipment having automatic grade control or the Contractor demonstrates that an alternate method of spreading and finishing will result in a satisfactory riding surface, the Engineer may conditionally waive the string line requirement and authorize use of the ski type reference system. Regardless, the Engineer may at any time require the use of a string line reference system, even if previously waived, if in the Engineer's opinion, the use of the string line will result in a superior riding surface. When the string line system is required on a multi-course pavement, use it on at least two courses exclusive of the surface course. When using the ski type system, the ski shall have the maximum practical length and in no case shall it be less than 40 feet in length. Pavement lanes previously placed with automatic controls or to form grade may serve as the longitudinal control reference for placing adjacent lanes by using a ski or joint matching shoe.

The string line reference system shall consist of suitable wire or twine supported by approved devices that are compatible with the type of automatic paver control system used. The string line and supports shall be capable of maintaining the line and grade shown on the Plans at the point of support while withstanding the tensioning necessary to prevent sag in excess of 1/4 inches between supports spaced 50 feet apart. Install additional supports to provide a minimum spacing of 25 feet, or less as directed by the Engineer, to remove the apparent deviation of the string line from theoretical grade.

Provide all materials, equipment, labor, and incidentals necessary to construct the string line reference system, and maintain the system until its use is no longer required. Include the cost of erecting and maintaining the string line reference system in the unit price bid for other items of construction. Have the string line reference system be complete in place at least 300 feet in advance of the point where the pavement is being placed. Automatic screed controls are not required on sections of projects where service connections and other conditions interfere with their efficient operation.

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, take the mixture from the hopper of the spreading machine and distribute it immediately into place using suitable shovels and other tools, and spread the mixture with rakes and lutes in a uniformly loose layer of such depth as will result in a completed course having the required thickness.

The Contractor and the Department will each be required to have an individual onsite that is certified by the Department through the HMA Roadway Certification Course.

407.15 Compaction

A. General

After spreading and striking-off the bituminous mixture and adjusting surface irregularities, thoroughly compact the mixture using methods approved by the Engineer and that are capable of achieving the specified density while the material is in a workable condition. When no density requirements are specified, use a system of compaction for roadway pavements that has previously produced the required bituminous pavement densities. The Engineer may require a control strip and random density samples to evaluate the system.

In general, accomplish compaction using a combination of the equipment specified in **407.07**. As a minimum, meet the following roller requirements, but increase the number of rollers if the required results are not being obtained.

1. Except as noted below, each paving train shall consist of a minimum of three rollers meeting **407.07**. The intermediate roller in each train shall be a pneumatic type. If the surface course contains a latex or polymer additive, the Contractor may use a steel wheel type roller for intermediate rolling instead of a pneumatic type provided the surface course meets density requirements.

2. Provide a minimum of two rollers when placing 307 CS, 411 TL, or 411 TLD mixtures. Perform breakdown rolling, as soon as possible and while the mixture is sufficiently hot, using a pneumatic tire roller having a minimum contact pressure of 85 pounds per square inch. Do not substitute a combination roller for a pneumatic roller when placing CS mix. Regulate the paver speed so rollers can maintain proper compaction of the mixture as determined by the Engineer.

3. With the Engineer's approval, the Contractor may reduce the minimum number of rollers listed above to one roller of either the steel-wheel or vibratory type on the following types of construction and projects:

    a. Shoulder construction,

b. Incidental construction such as bridge approaches and driveways, and

c. Projects containing less than 10,000 square yards of bituminous pavement.

4. Compaction of 411-OGFC mixtures shall consist of a minimum of two passes with a steel double drum asphalt roller with minimum weight of 10 tons, before the material temperature has fallen below 185 °F. Provide a minimum of two roller units so as to accomplish the compaction promptly following the placement of the material. At no time shall a pneumatic tire roller be used or a steel wheel roller be used in vibratory mode. If the roller begins to break the aggregate, immediately stop rolling.

Unless otherwise directed by the Engineer, begin rolling at the low side and proceed longitudinally parallel to the road centerline. When paving in echelon or abutting a previously placed lane, roll the longitudinal joint first, followed by the regular rolling procedure. When paving in echelon, rollers shall not compact within 6 inches of an edge where an adjacent lane is to be placed. Operate rollers at a slow uniform speed with the drive wheels nearer the paver, and keep the rollers as nearly as possible in continuous operation. Continue rolling until all roller marks are eliminated. Do not park rollers on the bituminous pavement.

To prevent adhesion of the mixture to the rollers, keep the wheels properly moistened with water or water mixed with very small quantities of detergent or other approved material. Limit excess use of liquid.

Do not refuel rollers on bituminous pavements.

Along forms, curbs, headers, walls and other places not accessible to the rollers, compact the mixture thoroughly using hot hand tampers, smoothing irons, or with mechanical tampers. On depressed areas, the Contractor may use a trench roller to compact the mix.

B. Density Requirements

Meet the applicable density requirements specified in Tables 407.15-1 to 407.15-4.

Table 407.15-1: Density Requirements for ADT 1,000 or less

Mix Type	% of Maximum Theoretical Density (Average)	No Single Test Less Than, %
A	90	87
B, BM & BM2	90	87
C & CW	90	87
D	90	87
E	90	87

Table 407.15-2: Density Requirements for ADT 1,000 to 3,000

Mix Type	% of Maximum Theoretical Density (Average)	No Single Test Less Than, %
A	91	89
B, BM & BM2	91	89
C & CW	91	89
D	91	89
E	91	89

Table 407.15-3: Density Requirements for ADT 3,000 or greater

Mix Type	% of Maximum Theoretical Density (Average)	No Single Test Less Than, %
A	92	90
B, BM & BM2	92	90
C & CW	92	90
D	92	90
E	92	90

Table 407.15-4: Density Requirements for any ADT

Mix Type	% of Maximum Theoretical Density (Average)	No Single Test Less Than, %
Shoulder Mix (B, BM, BM2, D or E)	88	85
AS and A-CRL	None [(1)]	None
CS	None [(1)]	None
TL, TLD, and OGFC	None	None

[(1)] The Department will waive density requirements on Bituminous Plant Mix Base Grading ACRL, Grading AS and Bituminous Plant Mix Leveling Course, Grading CS; however, the Contractor shall use a system of compaction for roadway pavements that has been approved by the Engineer. When placing Bituminous Plant Mix Base Grading ACRL and Grading AS, the Contractor may replace the specified intermediate roller (pneumatic tire) with a steel-wheel type if irreparable damage to the pavement is occurring.

Correct base or surface course that tests below the minimum density so that the density of the area is equal to or above the minimum, at which point it can be used to determine the average density of the lot. Do not place any successive layers until the area has been corrected. As necessary to determine the classification of open graded or dense graded mixes and to measure segregation, use AASHTO T 269 or ASTM D3203.

Repair or replace defective mixture to the satisfaction of the Engineer and at no cost to the Department.

The Department will perform density testing in accordance with **407.20.B.5**.

C. Test Strips

Construct test strips for all A, B, BM, BM2, C, CW, D, and E mixes to establish rolling patterns, to calibrate nuclear gauges, to verify that the base course or surface course meets the density requirements of the specifications, and for mix design and production verification as required.

Before constructing the test strip, obtain the Engineer's approval of the underlying base or other pavement course. Compact the test strip using equipment as specified in this subsection and **407.07**.

Construct the test strip at the beginning of work on the pavement course. Prepare new test strips when:

1. A change in the JMF is necessary;

2. A change in the source of materials occurs;

3. A change in the material from the same source is observed;

4. There is reason to believe that the test strip density is not representative of the bituminous mixture being placed; and when

5. A change in paving or compaction equipment occurs.

With the approval of the Engineer, the Contractor may construct additional test strips.

Construct each test strip with approved bituminous mixture. The test strip shall remain in place as a section of the completed work. Construct each test strip to be 1 paver width wide, with an area of at least 400 square yards and of the depth specified for the pavement course concerned.

Immediately after placing the bituminous mixture, begin compacting the test strip. Perform compaction in a continuous and uniform manner over the entire test strip.

Continue compacting the test strip until additional roller coverage will produce no appreciable increase in density (1 pound per cubic foot), as measured using a nuclear gauge. Use the roller coverage necessary to obtain this maximum density as the rolling pattern for the remainder of the project.

Take cores on the test strip at ten randomly selected locations as designated by the Engineer. Do not take cores within 2 feet of the longitudinal edges for calibration. Provide these cores to the Department for use in calibrating the nuclear gauge and to verify that the average density of the test strip meets the density requirements of the specifications. The Department will report all densities using the corrected nuclear gauge readings. Correction factors are specific to the nuclear gauges used during the test strip construction. If a different nuclear gauge needs to be used for acceptance, it will be necessary to cut new cores from the ongoing pavement construction to calibrate the new gauge.

When testing test strip cores, the Department will determine density (bulk specific gravity) in accordance with AASHTO T 166, Method A only. All core samples shall be completely dry before testing. Air drying is permitted provided core samples are weighed at 2-hour intervals until dry in accordance with AASHTO T166, Section 6.1. Cores may also be dried in accordance with ASTM D7227.

If the density of the asphaltic concrete in the test strip does not meet specification requirements, make whatever changes are necessary to obtain the specified density. Use other sources and combinations of aggregates as necessary, subject to the Engineer's approval, to produce a mix meeting the required density.

407.16 Joints

Place bituminous paving as continuously as possible. Do not pass rollers over the unprotected end of a freshly laid mixture unless approved by the Engineer. Form transverse joints by cutting back on the previous run to expose the full depth of the course. Use a brush or sprayed coat of bituminous material on contact surfaces of longitudinal and transverse joints just before placing additional mixture against the previously rolled material.

407.17 Pavement Samples

When directed, cut samples from the compacted pavement for testing by the Engineer. Take samples of the mixture for the full depth of the course at locations selected by the Engineer. Cut the samples with a power saw or core drill. Samples shall have a top surface area of at least 10 inches.

Fill holes left by taking samples with the same type mixture that was used to construct the course sampled, and compact to conform to the surrounding pavement. Cut samples and repair sample holes at no cost to the Department.

407.18 Surface Requirements

Test the surface with a 12-foot straightedge applied parallel to the centerline of the pavement. The deviation of the surface from the testing edge of the straightedge shall not exceed that specified for the respective types of bituminous construction under the applicable Subsections of these Specifications.

Test the transverse slopes of tilted pavements with a string-line and string-level applied at right angles to the centerline of the pavement. The percent of slope, when computed for the full width of the pavement, shall not deviate more than 0.5 percentage points from that shown on the Plans.

Test the crown in crowned pavements with a string-line applied at right angles to the centerline of the pavement. The crown shall not deviate more than 1/2 inch from that shown on the Plans.

Correct deviations that exceed the specified tolerances. Remove and replace pavement that cannot be corrected to comply with the specified tolerances at no cost to the Department.

COMPENSATION

407.19 Method of Measurement

The Department will measure:

1. Asphalt cement and mineral aggregate, including mineral filler when required, by the ton and as follows:

    a. If the mix is loaded from a storage or surge bin, the Department will determine quantities by weighing the completed mix on truck scales meeting **109** and calculating the weight of asphalt cement and mineral aggregate based on the percentages measured into the mix by the appropriate scales or meters as specified in **407.04**.

    b. If the mix is loaded directly into the hauling equipment from a batch plant, the Department will measure asphalt cement and mineral aggregate in batch quantities by scales or scales and meters as specified in **407.04.B.**

c. If a continuous mix plant is used, the Department will measure Bituminous Material for Bituminous Plant Mix Pavement by the ton in accordance with **109**. The Department will determine quantities of mineral aggregate, including mineral filler when required, by weighing the bituminous pavement mixture on truck scales meeting **109**, and deducting the weight of the bituminous material from the weight of total mixture accepted.

d. If recycled mix is permitted, the Department will measure the completed mix, including new mineral aggregate, planings, asphalt cement, and additive, by the ton in accordance with **109**.

2. Removal and disposal of existing surface (concrete) by the square yards in accordance with **109,** if such work is required as specified in **407.10**. Such measurement will include the removal of bituminous overlay.

3. Removal and Disposal of Existing Surface (Bituminous) by the square yards in accordance with **109**. Such measurement shall include the removal of base material, except concrete, as directed by the Engineer.

4. Removal of unsatisfactory subgrade material where existing pavement has been removed by the cubic yard, in accordance with **203.09**. The Department will measure material used to replace such undercutting in accordance with the specification for the type of material used.

5. Adjustment of catch basin grates and frames, water valve boxes, gas valve boxes and manhole covers and frames by each when required.

6. Liquid anti-strip additive by the gallon.

7. Hydrated lime by the ton.

The Department will measure bituminous mixtures used to fill openings left by pavement removal as specified in this Subsection **407.19**. The Department will measure base materials used to fill openings left by base removal as provided for in the respective Sections for each type specified.

The Department will not measure chemical additives or modifiers, when required, for payment, but will consider them incidental to asphalt cement.

The Department will not measure mineral filler separately for payment, but will consider it incidental to mineral aggregates.

407.20 Basis of Payment

A. General

The Department will pay for accepted quantities of Asphaltic Concrete (Hot Mix) with or without recycled material, at the contract prices, complete in place, as follows:

Item	*Pay Unit*
Bituminous Plant Mix Base (Hot Mix)	Ton
Aggregate	Ton
Asphalt Cement	Ton

The Department will pay for liquid anti-strip additive and hydrated lime anti-strip additive based on certified invoices of material cost not to exceed $15 per gallon and $90 per ton, respectively. This payment is full compensation for all labor, materials, equipment, and other incidentals incurred in using the anti-strip additive.

The Department will pay for accepted quantities of Prime Coat or Tack Coat as specified in **402** or **403**, respectively.

The Department will pay for the work required to prepare the subgrade, sub-base, base, or surface in accordance with **307.06** and **411.06** as provided for in the applicable Section or Subsection under which the work is performed.

The Department will not make direct payment for polymer or latex additives, but will consider such additives to be included in the price bid for the modified asphalt cement or modified mixture.

B. Acceptance of the Mixture

1. **General.** The Department will perform all necessary sampling and testing for acceptance purposes in strict conformance with the Department's Policies in addition to monitoring and observing the

Contractor's quality control test procedures and results. However, the Engineer will reject for use in the work any load or loads of mixture which, in the Engineer's opinion, are unacceptable due to excessive segregation, improper coating of aggregates, or excessively high or low temperature.

The Engineer will accept bituminous mixture at the plant with respect to gradation and asphalt content, on a lot basis. A standard size lot at the asphalt plant will consist of a day's production. The number of sublots in a lot will vary from n=1 to n=4 according to Table 407.20-1.

Table 407.20-1: Sublot Requirements

Quantity (tons)	Number of Sublots
3001 – 4000	4 tests
2001 – 3000	3 tests
1001 – 2000	2 tests
Less than 1000	1 test

When the total plan quantity of any mix is less than 500 tons, the Department will accept the mix on the basis of visual inspection and Contractor Quality Control certification. The Department may run extraction, gradation analysis, or other tests deemed necessary for acceptance purposes.

2. Defective Materials

a. Acceptance or Rejection. Consider the Engineer's decision to be final as to the acceptance, rejection, or acceptance at an adjusted payment of the lots.

It is the intent of these specifications that each lot of material will meet specification requirements at the time of acceptance testing. The Department will not take check samples for acceptance purposes.

All acceptance samples will be split, and half of the sample will be retained by the Inspector. If the results of an acceptance test are questioned, the Central Laboratory will test the remaining half of the acceptance sample. The Department will use the results obtained by the Central Laboratory to evaluate the quality of the lot.

b. Disposition of Lots. Remove and replace, at no cost to the Department, nonconforming lots of materials, products, or complete construction that cannot be corrected by reworking. Alternatively, the Department may accept the nonconforming work at an adjusted payment as specified in these Specifications or as directed by the Engineer.

When a deficiency is determined, the Department will apply the applicable payment as specified in these Specifications to the entire lot. When multiple deficiencies occur, the Department will apply the applicable partial payments to the lot of material that is identified by each deficiency. The Department will apply the payment adjustment for each deficiency separately so as not to affect any other payment adjustment occurring for the same lot; however, if there are two or more deficiencies in the gradation acceptance tests, the Department will apply only the greater payment adjustment. When an area or linear measurement is used to specify lot size, the Department will determine the equivalent tons of mix placed in each lot by using the average calculated spread from the plant inspector's daily report for that day's production.

3. Acceptance. The Engineer will base acceptance of the mixture on test results of consecutive random samples taken from each lot. One random sample will be taken from each sublot. The bituminous mixture will be sampled at the plant according to AASHTO T 168. The percent bitumen content of the mixture will be determined according to AASHTO T 164 or by AASHTO T 308 except as herein revised.

The Contractor may use an approved ignition furnace instead of a vacuum extractor for the use in determining asphalt content and gradation. The method of calibration and test procedures shall comply with AASHTO T 308 Method A and the following.

At least once per week, per mixture, during production, check the AASHTO T 308 correction factors with a sample of the aggregate mixture proportions, blended at the optimum asphalt content. Adjust the correction factor accordingly. Keep records of all correction factors for all mixtures. Adjusted payment for asphalt content and gradation will be based on the ignition furnace results as specified in Table 407.20-2. Use of this alternative equipment shall be at no additional cost to the Department.

The percents passing the sieves will be determined in accordance with AASHTO T 30.

Table 407.20-2: Acceptance Schedule of Payment (Asphalt Plant Mix Characteristics)

Characteristics	Pay Factor	Average Arithmetic Deviation of the Lot Acceptance Test from the JMF	
		1 Test	2 Tests or more
Asphalt Cement Content [1] (Extraction or ignition oven)	1.00	0.00-0.30	0.00-0.25
	0.95	0.31-0.35	0.26-0.30
	0.90	0.36-0.40	0.31-0.35
	0.80 [2]	over 0.40	over 0.35
Gradation 3/8 inch sieve and larger	1.00	0.00-6.50	0.00-5.70
	0.95	6.51-7.08	5.71-6.20
	0.90	7.09-7.66	6.21-6.69
	0.80 [2]	over 7.66	over 6.69
Gradation No. 4 sieve [3]	1.00	0.00-4.62	0.00-4.00
	(0.95	4.63-5.20	4.01-4.50
	0.90	5.21-5.77	4.51-5.00
	0.80 [2]	over 5.77	over 5.00

Characteristics	Pay Factor	Average Arithmetic Deviation of the Lot Acceptance Test from the JMF	
		1 Test	2 Tests or more
Gradation	1.00	0.00-3.80	0.00-3.30
No. 8, 16, 30 & 50 sieves (3)	0.95	3.81-4.46	3.31-3.91
	0.90	4.47-5.12	3.92-4.52
	0.80 (2)	over 5.12	over 4.52
Gradation	1.00	0.00-1.80	0.00-1.60
No. 100 & 200 sieves (3)	0.95	1.81-2.00	1.61-1.75
	0.90	2.01-2.20	1.76-1.90
	0.80 (2)	over 2.20	over 1.90

(1) Does not apply to 307 Grading A, AS, or ACRL mixes.

(2) If approved by the Engineer, the Contractor may accept the indicated partial pay. The Department may require removal and replacement at no cost. The Contractor may remove and replace at no cost to the Department at any time.

(3) When there is more than one reduced payment relating to gradation in 1 lot of material, only the greatest reduction in payment will be applied. Reductions applicable for any other reason will be cumulative.

Deduction for both asphalt content and gradation deficiencies will be cumulative. The Department will apply deductions to the total price of the mix (asphalt cement and aggregate combined) under the item for Asphalt Cement Content and Gradation Deduction.

4. **Additional Tests.** The Engineer may perform any test at any time to determine the effectiveness of the Contractor's quality control. In addition, the Department will conduct production verification tests parallel to that which is defined for quality control in **407.03.D.2.h**.

5. **Acceptance for Mix Density on the Roadway.** The Department will apply a deduction in payment, not as a penalty but as liquidated damages, for failure to meet the density requirements specified in **407.15**. As soon as practicable after the final rolling is completed on each lot, the Department will perform 5 density tests at locations determined by the Engineer, and will compute an average of all such tests. Deductions for failure to meet density requirements will be computed to the nearest 0.1% as a percentage

of the total payment otherwise due for each lot. The percent of total payment to be deducted will be 5 times the percent the average in-place density for each lot that fails to meet **407.15**. The Department will make deductions in monies due the Contractor for failure to meet the density requirements under the item for Density Deduction. The Department will conduct acceptance testing for density in accordance with ASTM D2950 unless otherwise specified. The Department inspector will be a certified Asphalt Roadway Technician.

For density testing purposes, the Department will divide the pavement into lots of 10,000 square yards, except for 307 Gradings A, B, BM, and BM2, which will be divided into lots of approximately 5,000 square yards. Five density tests will be performed in each lot and the average results compared with the requirements specified in Tables **407.15-1** to **407.15-4**. At the beginning of a project or at any time it is deemed advisable, the Department may consider smaller lots to evaluate compaction methods or for other reasons as approved or directed by the Engineer.

The Department will randomly select acceptance test samples that are representative of the lot or sublot. Although performing compaction after the acceptance test is acceptable, the Department will use the original test result to determine lot density. The Department may take information only samples to spot check compaction, but will not use these tests for acceptance testing.

C. Adjustments

1. **Asphalt Cement Adjustment.** If the Engineer sets an asphalt content other than that specified in Tables **307.09-1** and **411.09-1**, the Department will calculate a price adjustment, based on the asphalt content set by the Engineer and the Monthly Bituminous Index for the specific grade asphalt on the mix design, according to the following formula:

$$\mathrm{PA} = \frac{\mathrm{MBI} \times (\mathrm{DA} - \mathrm{BA}) \times \mathrm{T}}{100}$$

Where:

PA = Price Adjustment

MBI	=	Monthly Bituminous Index
DA	=	Percent asphalt set on the mix design
BA	=	Percent asphalt specified above to be used for bidding
T	=	Total tons asphalt mix for price adjustment

2. **Specific Gravity.** In cases where the effective combined specific gravity of the mineral aggregate exceeds 2.80, the Department will adjust the tonnage of mineral aggregate, or plant produced mixture, for payment by multiplying the tonnage of mineral aggregate, or plant produced mixture, used by a specific gravity of 2.80 and dividing by the higher specific gravity.

3. **Loss on Ignition (LOI).** If the approved JMF includes a surface mixture of limestone with gravel, granite, slag, quartzite or gneiss, perform tests for the percent LOI of the limestone aggregate in the asphalt paving mix as specified in **407.03.E.3**.

   If the percent of LOI in the aggregate differs by more than ±2% from the LOI indicated in the JMF, the Department will make a payment deduction in the price bid for the mix, not as a penalty but as liquidated damages. The percent of total payment to be deducted will be 5 times the percent that the LOI exceeds the JMF tolerance of ±2%.

   Replace or overlay all mix produced with aggregate tested and found to have a LOI that differs more than ±6% from the LOI indicated in the JMF at no additional cost to the Department.

   To determine the deduction, the Department will use lots of approximately 5,000 square yards. The Department inspector will perform sampling and testing to establish the LOI according to the Department's sampling and testing procedures. If the initial tests indicate a variation in the LOI of greater than ±2% than the value shown on the mix design, the Contractor shall perform the additional sampling necessary to establish the LOI of the aggregate in each lot, with the cost of the sampling being included in the contract unit prices bid for the paving items.

   The Department will make deductions for excess variation in LOI under the item for Material Variation (Deduction).

SECTION 411 – ASPHALTIC CONCRETE SURFACE (HOT MIX)

DESCRIPTION

411.01 Description

This work consists of constructing an asphaltic concrete pavement, composed of a mixture of coarse aggregate, fine aggregate, mineral filler if specified or required, and asphalt cement, on a prepared roadbed at the rate of application shown on the Plans or established by the Engineer.

The provisions of **407** shall apply to this work unless otherwise stipulated.

MATERIALS

411.02 Materials

Provide materials as specified in:

Mineral Aggregate **903.11**
Mineral Filler **903.16**
Asphalt Cement, PG 64-22, 70-22, 76-22 or 82-22 .... **904.01**
Chemical Additive **921.06.B**

The Engineer will accept mineral aggregate, bituminous material, and plant mix in accordance with **407.02**.

411.03 Composition of Mixtures

A. General

Composition of mixtures shall be as specified in **407.03**.

B. Proportioning

Combine the specified mineral aggregate and asphalt cement according to the proportions specified in Table 411.03-1.

Table 411.03-1: Proportions of Total Mixture, Percent by Weight

Surface Course	Effective Combined Mineral Aggregate	Asphalt Cement
Grading D	93.0 - 94.3	5.7 - 7.0 [(1)]
Grading E [(2)]	93.0 - 94.3	5.7 - 7.0 [(1)]
Grading E (shoulders)	92.0 - 94.7	6.0 - 6.5 [(1)]
Grading TL	92.5 - 94.3	5.7 - 7.5 [(1)]
Grading TLD	93.0 - 94.3	5.7 - 7.0 [(1)]
Grading OGFC	92.0 - 94.0	6.0 - 8.0 [(1)]

(1) If the effective combined specific gravity of the aggregate exceeds 2.80, the above proportions may be adjusted as directed by the Engineer. The upper limit for flow values shall not apply to mixes with modified asphalt liquids.

(2) The minimum allowable asphalt cement content for 411E low volume mixtures is 5.3%.

1. **Grading D.** In addition to the other requirements of these Specifications, the composition of the mineral aggregate shall be such that when combined with the required amount of bitumen, the resultant mixture will meet Table 411.03-2.

Table 411.03-2: Mixture Properties (All Roads)

Mix[1]	Stability, Min. lb-ft [2]	Flow 0.01 inch [3]	Design Void Content % [2]	Production Void Content % [2]	VMA, Min. % [2]	Dust-Asphalt Ratio [4]
411D	2,000	8 – 16	4.0 ± 0.2	3 - 5.5	14	0.6 - 1.2

(1) In order to identify critical mixes and make appropriate adjustments, the mix design shall have these required production properties for the bitumen content range of Optimum Asphalt Cement ±0.25%.

(2) Tested in accordance with AASHTO T 245 with 75 blows of the hammer on each side of the test specimen, using a Marshall Mechanical Compactor.

(3) Flow will only be required when using a non-modified binder (PG 64-22 or 67-22).

(4) The dust to asphalt ratio is the percent of the total aggregate sample that passes the No. 200 sieve, as determined by AASHTO T 11, divided by the percent asphalt in the total mix.

2. **Grading E.** In addition to the other requirements of these Specifications, if using Grading E for the riding surface, the composition of the mineral aggregate shall be such that, when combined with the required amount of bitumen, the resultant mixture will meet Table 411.03-3.

Table 411.03-3: Mixture Properties (High vs. Low Volume Roads)

Mix	Traffic Volume	Stability Minimum lb-ft (1, 3)	Flow 0.01 inch (2)	Design Void Content % (1)	Production Void Content % (1)	VMA, Min % (1)
411E	High Volume (ADT > 1,000)	2,000	8 - 16	4.0 ± 0.2	3 - 5.5	14
411E	Low Volume (ADT ≤ 1,000)	1,500	8 - 16	3.5 ± 0.5	2 - 5	n/a

(1) Tested according to AASHTO T 245 with 75 blows of the hammer on each side of the test specimen, using a Marshall Mechanical Compactor.

(2) Flow will only be required when using a non-modified binder (PG 64-22 or 67-22)

(3) Minimum stability for shoulder mixes will be 1,500 lb-ft and optimum asphalt cement content for shoulder mixes shall be as directed by the Regional Materials Supervisor.

If the design criteria specified above cannot be obtained with the aggregate submitted to the laboratory for design, provide another source of aggregate.

3. **Gradings TL and TLD.** In addition to the other requirements of these specifications, the composition of the mineral aggregate shall be such that, when combined with the required amount of bitumen, the resultant mixture will meet Table 411.03-4.

Table 411.03-4: Mixture Properties (Gradings TL and TLD)

Mix	Stability, Min lb-ft [(1)]	Design Void Content % [(1)]	Production Void Content % [(1)]	Minimum VMA % [(1)]	Dust-Asphalt Ratio [(2)]
411TL	2,000	4.0 ± 0.2	3 - 5.5	16	1.0 - 2.0
411TLD	2,000	3.8 ± 0.3	3 - 5.5	14	0.6 - 1.2

(1) Tested according to AASHTO T 245 with 75 blows of the hammer on each side of the test specimen, using a Marshall Mechanical Compactor.

(2) The dust to asphalt ratio is the percent of the total aggregate sample that passes the No. 200 sieve, as determined by AASHTO T 11, divided by the percent asphalt in the total mix.

4. **Grading OGFC.** In addition to the other requirements of these specifications, the composition of the mineral aggregate shall be such that, when combined with the required amount of bitumen, the resultant mixture will meet Table 411.03-5.

Table 411.03-5: Mixture Properties (Grading OGFC)

Mix	Minimum Void Content %	Voids in Coarse Aggregate % [(1)]	Max. Cantabro Abrasion Loss (Non-Aged) % [(1)]	Drain Down Loss % [(2)]
411OGFC	20	VCA_{DRC} > VCA_{MIX}	20	<0.3%

(1) As described in National Asphalt Pavement Association (NAPA) Publication IS-115, “Design, Construction and Maintenance of Open-Graded Friction Courses”

(2) Tested in accordance with AASHTO T 305.

C. Recycled Asphalt Pavement and Recycled Asphalt Shingles

1. **Recycled Asphalt Pavement.** The Contractor may use asphalt pavement that has been removed from a Department project or other State Highway Agency project by an approved method and stored in a Department approved stockpile. RAP combined with the appropriate aggregate, asphalt cement, and anti-strip additive

when required shall produce a mixture that will otherwise meet all the requirements specified in **903.11** and this Section **411**. The Contractor may use RAP in each mix specified in Table 411.03-6.

Table 411.03-6: Use of Recycled Asphalt Pavement

Mix Type	% RAP (Non-processed) (1)	Maximum % RAP (Processed) (2)	Maximum % RAP Processed and Fractionated (3)	Maximum Particle Size (inch)
411D (PG64-22, PG67-22)	0	15	20	1/2
411D (PG70-22, PG76-22, PG82-22)	0	10	15	1/2
411E (Roadway)	0	15	20	1/2
411E (Shoulder)	15	30	35	1/2
411TL (PG64-22, PG67-22)	0	15	15	5/16
411TL (PG70-22, PG76-22, PG82-22)	0	10	10	5/16
411TLD (PG64-22, PG67-22)	0	15	15	5/16
411TLD (PG70-22, PG76-22, PG82-22)	0	10	10	5/16

(1) "Non-processed" refers to RAP that has not been crushed and screened or otherwise sized such that the maximum recycled material particle size is less than that listed above prior to entering the dryer drum.

(2) "Processed" refers to RAP that has been crushed and screened or otherwise sized such that the maximum recycled material particle size is less than that

Mix Type	% RAP (Non-processed) (1)	Maximum % RAP (Processed) (2)	Maximum % RAP Processed and Fractionated (3)	Maximum Particle Size (inch)

above prior to entering the dryer drum.

(3) "Fractionated" refers to RAP that has been processed over more than one screen, producing sources of various maximum particle sizes (e.g., 3/4 to 1/2 inch, 1/2 inch to #4, etc.). The Contractor may use the larger percentages of fractionated RAP specified only if individual fractions of two different maximum particle size are introduced into the plant as separate material sources for increased control.

All mixes shall contain at least 80% virgin asphalt, except for 411E Shoulder Mix which shall have at least 65% virgin asphalt.

Obtain a representative sample from the recycled material stockpile and establish a gradation and asphalt cement content as required. Determine the gradation and asphalt content of the recycled material at the beginning of a project and every 2,000 tons thereafter. The stockpile asphalt cement content for all recycled material shall not vary from the JMF by more than ± 0.8%. Table 411.03-7 specifies the stockpile gradation tolerance for all recycled material on each sieve.

Table 411.03-7: Stockpile Gradation Tolerances for Recycled Material

Size	Tolerance
3/8 inch sieve and larger	± 10%
No. 4 sieve	± 8%
No. 8 sieve	± 6%
No. 30 sieve	± 5%
No. 200 sieve	± 4%

The Contractor is responsible for its own sampling and testing of the RAP as well as new materials for bid purposes, and for submitting the JMF as specified in **407.03**. After mixing, the moisture content of the total mix shall be no more than 0.1% as determined by oven drying, and the provisions for lowering the temperature because of boiling or foaming shall not apply.

The Engineer will accept mixture for aggregate gradation and asphalt content based on extractions in accordance with AASHTO T 164 or in accordance with AASHTO T 308.

2. **Recycled Asphalt Shingles (RAS).** Recycled Asphalt Shingles (RAS) may be included to a maximum of 5% of the total weight of mixture. The percentage of RAS used will be considered part of the maximum allowable RAP percentage. The ratio of added new asphalt binder to total asphalt binder shall be 80% or greater <u>for all 411 mixes</u>. Either the mix producer or the RAS supplier shall obtain a representative sample from the recycled material stockpile and establish a gradation and asphalt cement content as required. Determine shingle asphalt binder content according to AASHTO T 164 Method A, with a minimum sample size of 500 grams. Determine the gradation and asphalt content of the recycled material at the beginning of the Project and every 2,000 tons of recycled material used thereafter. The stockpile asphalt cement content for all recycled material shall not vary by more than 0.8%. All RAS material shall be processed to a minimum 100% passing the 3/8 inch sieve and a minimum 90% passing the No. 4 sieve.

   To conduct the gradation testing, air dry a 500 to 700-gram sample of processed shingle material, dry sieve over the 3/8-inch and No. 4 sieves, and weigh. For mix design purposes, the Contractor may use the aggregate gradation specified in Table 411.03-8 as a standard gradation instead of determining the shingle gradation according to AASHTO T 30.

Table 411.03-8: Standard Gradation (for Mix Design Purposes)

Sieve Size	Total Percent Passing
3/8 inch	100
No. 4	97
No. 8	95
No. 16	80
No. 30	60
No. 50	50
No. 100	40
No. 200	30

An aggregate bulk specific gravity (G_{sb}) of 2.650 may be used instead of determining the shingle aggregate G_{sb} according to AASHTO T 84. In addition, the effective binder available for mixing with additional aggregates shall be considered as 75% of the total binder content as determined by AASHTO T 164 and shall be the value listed as the RAS binder content on the JMF.

Scrap asphalt shingle shall not contain extraneous waste materials. Extraneous materials including, but not limited to, asbestos, metals, glass, rubber, nails, soil, brick, tars, paper, wood, and plastics, shall not exceed 0.5% by weight as determined on material retained on the No. 4 sieve. To conduct deleterious material testing, take a representative 500 to 700-gram sample of processed shingle material, place over the No. 4 sieve, and pick and weigh all extraneous waste material retained on the No. 4 sieve. Base the percent of extraneous material on the total sample weight.

RAS shall contain less than the maximum percentage of asbestos fibers based on testing procedures established by the Department, or State or Federal environmental regulatory agencies. Analyze a minimum of one sample of processed asphalt roofing material for every 500 tons of material processed for the presence of asbestos.

Before a JMF for a particular design is approved, submit the following, along with the materials and information specified in **407.03**:

a. Certification by the processor of the shingle scrap describing the shingle scrap content and source.

b. A 1000-gram sample of the processed RAS material for inspection (new designs only).

Stockpile RAS separately from other salvage material. Do not blend RAS material in a stockpile with other salvage material. Do not blend Manufacture Waste Scrap Shingles (MWSS) and Tear-Off Scrap Shingles (TOSS). In addition, do not blend virgin sand material with the processed shingles, to minimize agglomeration of the shingle material.

All RAS supplied to a Department project shall come from a certified shingle processor/supplier approved by the Division of Materials and Tests.

D. Anti-Strip Additive

Check asphaltic concrete surface mixtures (Grading D and E) for stripping by the Ten Minute Boil test for dosage rate and ASTM D4867 (Root-Tunnecliff procedure) for moisture susceptibility.

If moisture susceptibility is indicated, then mix an approved anti-strip agent with the asphalt cement at the dosage recommended by the respective test and as specified in **921.06.B**.

EQUIPMENT

411.04 Equipment

Provide equipment as specified in **407.04** through **407.08**.

To construct shoulder mixes with recycled material, provide equipment that complies with **407**, except modify the asphalt plant as approved by the Engineer to accommodate the addition of asphalt planings. If using a batch plant to produce recycled mix, heat the aggregate to a temperature that will transfer sufficient heat to the cold planings to produce a mix of uniform temperature within the specified range.

CONSTRUCTION REQUIREMENTS

411.05 General Requirements

Construct the pavement as specified in **407.09**, **407.11**, **407.12**, and **407.14** through **407.17** and the following Subsections.

411.06 Preparing the Designated Surface

Prepare the designated surface upon which the material is to be placed as specified in **404.05.**

Ensure that loops used for traffic signals are installed before applying the final surface.

411.07 Mixing

Perform mixing as specified in **407.13**. In addition, the mixing cycle for surface course mixtures may require a dry-mixing period.

411.08 Surface Requirements

The surface shall meet the requirements specified in **407.18**, and when tested according to the provisions of that Subsection, the deviation of the surface from the testing edge of the straightedge shall not exceed 1/4 inch.

COMPENSATION

411.09 Method of Measurement

The Department will measure Mineral Aggregate, including Mineral Filler when required, Asphalt Cement for Asphaltic Concrete Surface (Hot Mix), and other related items in accordance with **407.19**.

For bidding purposes, use the asphalt cement content specified in Table 411.09-1.

Table 411.09-1: Asphalt Cement Content

Mix Type	Asphalt Content, %
411-D	5.9
411-E Roadway	6.3
411-E Shoulder	6.3
411-TL	6.3
411-TLD	5.9
411-OGFC	6.0

If the Engineer sets an asphalt content other than that specified above, the Department will make a price adjustment based on the asphalt content set by the Engineer and the Monthly Bituminous Index for the specific grade asphalt cement on the mix design. The Department will calculate a price adjustment in accordance with **407.20**.

411.10 Basis of Payment

The Department will pay for accepted quantities of Asphaltic Concrete Surface (Hot Mix) or asphaltic Concrete Surface (Hot Mix) (Shoulders) with or without recycled material, at the contract prices, complete in place, in accordance with **407.20**.

SECTION 903 – AGGREGATES

903.01 Fine Aggregate for Concrete

For concrete provide aggregate conforming to AASHTO M 6, with the following exceptions and additions:

903.06 Aggregate for Plant Mix Base and Leveling Courses (Hot Mix)

For plant mix base and leveling courses, provide coarse aggregate, fine aggregate, and mineral filler when required.

If at any time the sources of materials are changed, prepare and submit a new mix design as specified in **407.03**.

A. Coarse Aggregate (retained on a No. 4 sieve)

Provide crushed stone, crushed granite, crushed gravel, crushed slag, or a combination of these materials. This material shall conform to the quality requirements of ASTM D692, except that the sodium sulfate soundness loss shall not exceed 9%, and the aggregate shall contain no more than 5% soft or nondurable particles.

Crushed gravel shall consist of siliceous particles processed from washed material. At least 70% by count of the gravel retained on the No. 4 sieve shall have a minimum of two fractured faces, one of which must be fractured for the approximate average diameter or thickness of the particle. Do not add pea gravel or uncrushed particles.

For virgin coarse aggregate for Grading A, ACRL, and AS mixes, use crushed stone, crushed slag, or a combination of these materials.

The absorption of combined aggregate passing the 3/4-inch sieve and retained on the No. 4 sieve, for use in Grading CW mixes, shall not exceed 5% when tested in accordance with AASHTO T 85.

B. Fine Aggregate (passing a No. 4 sieve)

Provide limestone fines, natural sand, sand manufactured from stone, gravel, or slag, or combinations of these materials, consisting of hard, tough grains free from injurious amounts of deleterious substances. When subjected to five cycles of the sodium sulfate soundness test, the material shall have a weighted loss of not more than 12%. Do not use fine aggregate or screenings containing calcium sulfate ($CaSO_4$/gypsum) if more than 5% of the material passing the No. 8 sieve is chemically composed of sulfur trioxide (SO_3).

In natural sand or sand manufactured from gravel, the percentage of material finer than No. 200 sieve shall not exceed 5%.

For use in Grading A and AS mixes, provide virgin fine aggregate consisting of crushed stone or crushed slag only, and store the material separately from the coarse aggregate.

Ensure that the amount of deleterious substances in natural sand does not exceed the limits specified in Table 903.06-1.

Table 903.06-1: Maximum Limits for Deleterious Substances in Natural Sand

Substance	Maximum Permissible Limits, Percent by Weight
Clay Lumps	0.5
Coal and Lignite	0.5
Other deleterious substances (such as shale, alkali, mica, coated grains, soft and flaky particles) and organic impurities as determined by AASHTO T 267	3.0

C. Combined Aggregate Grading

Provide the appropriate combination of coarse aggregate and fine aggregate to achieve the combined grading. Use a minimum of three sizes of aggregate for all mix designs except for C, CS, and CW mixes, which shall be designed from a minimum of two sizes of aggregate.

Establish a gradation for each aggregate used in the mix. Table 903.06-2 specifies the stockpile gradation tolerance on each sieve for each virgin aggregate component used in the mix.

Table 903.06-2: Stockpile Gradation Tolerance

Sieve Size	Gradation Tolerance
3/8 inch sieve and larger	± 10%
No. 4 sieve	± 7%
No. 8 sieve	± 5%
No. 30 sieve	± 4%
No. 200 sieve (coarse aggregate)	± 2%
No. 200 sieve (fine aggregate)	± 4%

When the coarse aggregate portion of Grading CW mix is crushed limestone, use no less than 20% and no more than 50% by weight natural sand, or sand manufactured from slag or other approved non-skid aggregate. When the coarse aggregate portion is crushed gravel or crushed slag, between 15% and 40% by weight of the mineral aggregate shall be agricultural limestone or Size No. 10 limestone screenings.

The gradations of the coarse and fine fractions of aggregate shall be such that, when combined in proper proportions, the resultant mixture will meet one of the gradings specified in Tables 903.06-3 and 903.06-4.

Table 903.06-3: Hot Plant Mix Base Course Mixture Design Range of Gradations

Sieve Size	Total Percent Passing, by Weight			
	Grading A	Grading AS	Grading ACRL	Grading B
2 inch	100	100	100	100
1-1/2 inches	81-100	75-100	80-93	95-100
3/4 inch	50-71	55-80	60-75	70-85
3/8 inch	35-50	--	--	49-72
No. 4	24-36	7-11	12-16	34-51
No. 8	13-27	--	--	23-42
No. 30	7-17	--	--	11-22

Sieve Size	Total Percent Passing, by Weight			
	Grading A	Grading AS	Grading ACRL	Grading B
No. 50	--	--	--	9-14
No. 100	0-10	0-6	0-4	4-10
No. 200	0-4.5	0-4.5	0-3.5	2.5-6.5

Table 903.06-4: Hot Plant Mix Leveling Course Mixture Design Range of Gradations

Sieve Size	Total Per Cent Passing, by Weight				
	Grading BM	Grading BM2 [(1)]	Grading C	Grading CW	Grading CS
1-1/4 inch	--	100	--	--	--
1 inch	100	--	--	--	--
3/4 inch	85-100	81-93	100	100	--
3/8 inch	59-79	57-73	70-90	75-100	100
No. 4	42-61	40-56	39-66	--	89-94
No. 8	29-47	28-43	23-47	43-67	53-77
No. 30	13-27	13-25	10-27	23-47	23-42
No. 50	7-20	9-19	8-15	--	--
No. 100	4-10	6-10	4-8	4-10	9-18
No. 200	0-6.5	2.5-6.5	2.5-6.5	2.5-6.5	6-13.5

[(1)] When using natural sand as the fine aggregate, limit it to a maximum amount of 20% by weight of the mineral aggregate.

For asphalt treated permeable base as specified in **313**, meet the gradation requirements specified in Table 903.06-5.

Table 903.06-5: Gradation Requirements for Asphalt Treated Permeable Base

Sieve Size	Total Percent Passing by Weight
2 inch	100
1-1/2 inch	70-100
3/4 inch	55-80
No. 4	0-11
No. 100	0-4
No. 200	0-3

903.07 Reserved

903.08 Reserved

903.09 Reserved

903.10 Aggregate for Bituminous Plant Mix Surface Course (Cold Mix)

For cold bituminous plant mix, provide mix aggregate, consisting of crushed stone or crushed slag, meeting the quality requirements of ASTM D692. Crushed slag aggregate retained on the No. 4 sieve shall contain no more than 20% by weight of glassy particles.

The amount of material finer than the No. 200 sieve, as determined in accordance with AASHTO T 11, shall not exceed 1%. If all material finer than the No. 200 sieve consists of the dust of fracture, essentially free from clay or shale, this percentage may be increased to 1.5.

For leveling and surface course mixtures, provide mix aggregate meeting the gradation requirements specified in **903.22** for Size No. 68.

For key or choker aggregate, provide crushed stone, crushed slag, or crushed gravel meeting the gradation requirements specified in **903.22** for Size No. 8 and the same quality requirements as the mix aggregate.

903.11 Aggregate for Asphaltic Concrete Surface Courses (Hot Mix)

Provide aggregate, consisting of a combination of coarse and fine aggregate, and mineral filler when required or specified. Use a minimum of three sizes of aggregates for all mix designs.

If at any time the sources of materials are changed, provide a new mix design as specified in **407.03.C.2**.

A. Coarse Aggregate (retained on a No. 4 sieve)

Provide aggregate, consisting of crushed stone, crushed slag, crushed gravel, crushed granite, crushed quartzite, crushed gneiss, or combinations of these materials. The coarse aggregate shall meet the quality requirements of ASTM D692, with the following exceptions and additions:

1. Sodium sulfate soundness loss shall not exceed 9%.

2. Material retained on the No. 4 sieve shall contain a maximum of 20% elongated pieces (length greater than five times the average thickness).

3. Combined aggregate shall consist of siliceous particles processed from washed material, of which at least 70% by count of the material retained on the No. 4 sieve shall have a minimum of two fractured faces, one of which must be fractured for the approximate average diameter or thickness of the particle. Do not add pea gravel or uncrushed particles. The absorption of the crushed combined aggregate retained on the No. 4 sieve shall not exceed 5% when tested in accordance with AASHTO T 85.

4. Crushed slag coarse aggregate shall contain no more than 20% by weight of glassy particles.

B. Fine Aggregate (passing a No. 4 sieve)

Provide fine aggregate, consisting of natural sand, fines prepared from stone, slag, gravel, granite, quartzite, gneiss, or combinations of these materials. The fine aggregate shall meet the following requirements:

1. Fine aggregate shall consist of hard tough grains free from injurious amounts of clay, loam, or other deleterious substances.

2. When subjected to five cycles of sodium sulfate soundness test, the fine aggregate shall have a weighted loss of not more than 12%.

3. Manufactured sand shall have no more than 5% passing the No. 200 sieve when tested in accordance with AASHTO T 11.

4. Do not use fine aggregate or screenings containing calcium sulfate ($CaSO_4$/gypsum) if more than 5% of the material passing the No. 8 sieve is chemically composed of sulfur trioxide (SO_3).

5. Wash and grade natural sand so that not more than 5% will be retained on the No. 4 sieve.

6. For fine aggregate consisting of natural sand, the amount of material finer than a No. 200 sieve, as tested in accordance with AASHTO T 11, shall not exceed 4% by weight.

   The amount of deleterious substances in natural sand shall not exceed the limits specified in Table 903.11-1.

Table 903.11-1: Limits of Deleterious Substances in Natural Sand used in Hot Mix

Substance	Maximum Permissible Limits Percent by Weight
Clay Lumps	0.5
Coal and Lignite	0.5
Other deleterious substances (such as shale, alkali, mica, coated grains, soft and flaky particles) and organic impurities as determined by AASHTO T 267	3.0

7. When using agricultural limestone as a portion of the fine aggregate, manufacture it from sound, durable stone that is

crushed so that at least 85% will pass the No. 8 sieve and at least 50% will pass the No. 30 sieve.

C. Combined Aggregate Grading

Provide aggregate fractions sized, graded, and combined in proportions that will ensure the resulting composite blend will meet one of the gradation requirements specified in Table 903.11-2, together with the additional requirements pertaining to the constituents of the blend specified thereafter.

Establish a single value for each sieve size required in the mix for each virgin aggregate stockpile, with an allowable stockpile tolerance on each sieve as specified in Table **903.06-2**.

When using Gradings D or E for the surfacing of shoulders or for other non-traffic lane construction, the Contractor may modify the design with the Engineer's approval.

Table 903.11-2: Asphalt Concrete Surface Course Mixture Designation Design Range of Gradations

Sieve Size	Total Percent Passing by Weight				
	Grading D	Grading E	Grading TL	Grading TLD	Grading OGFC
3/4 inch	--	--	--	--	100
5/8 inch	100	100	--	--	--
1/2 inch	95-100	95-100	100	100	85-100
3/8 inch	80-93	80-93	100	90-100	55-75
No. 4	54-76	54-76	89-94	54-76	10-25
No. 8	35-57	35-57	53-77	35-57	5-10
No. 30	17-29	17-29	23-42	17-33	--
No. 50	10-18	10-18	--	10-18	--
No. 100	3-10	3-11	9-18	3-10	--
No. 200	0-6.5	0-8	6-14	4-7	2-4

1. **Grading D and TLD.** Use fine aggregate consisting of natural sand or sand manufactured from gravel, slag, or from crushed stone aggregate meeting the physical and chemical requirements specified in **903.24**. The use of carbonate rocks such as limestone and dolomite or other aggregates that tend to polish under traffic will not be permitted in the coarse aggregate and will be permitted only to the extent specified herein in the fine aggregate.

   When using limestone screenings or agricultural limestone, the maximum amount by weight of the mineral aggregate shall be 25% unless the material is shown to meet the same requirements for limestone as specified in Table **903.24-1** for Surface Mixtures. In no case shall the combined aggregate blend consist of less than 75% non-skid material. When using natural sand as fine aggregate, limit it to a maximum amount of 25% by weight of the mineral aggregate. The Contractor may substitute a maximum of 5% mineral filler meeting the requirements of **903.16** for an equal quantity of the limestone fines. If the mixture does not comply with the design criteria, provide another source of aggregate.

   When using gravel as the coarse aggregate for a 411 Grading D mix, use a minimum of 20% by weight limestone screenings, agricultural limestone, or mineral filler.

   Recycled Asphalt Pavement (RAP) milled from Department or other State Highway Agency projects shall be assumed to contain 75% non-skid material.

2. **Grading E.** When using Grading E as a surface for traffic lanes, 50% to 80% of the mineral aggregate shall be composed of crushed limestone, and the remaining 50% to 20% shall be natural sand, slag sand, sand manufactured from gravel or other approved non-skid aggregates, or any combination of these materials, with the following exceptions:

   a. The sand percentage on the Job Mix Formula (JMF) shall range from 20% to 50%. However, if needed to meet or improve the specified design criteria, the Contractor may alter the limestone and sand percentage by 5% from the percentage shown on the original JMF. If altering the aggregate percentages shown on the original JMF, submit a revision of the original design showing the altered percentages of aggregate.

b. When using Grading E for surfacing of shoulders or other non-traffic lane construction, the mineral aggregate may be composed entirely of limestone, including Size No. 10 (screenings) and manufactured sand, but in no case shall the mineral aggregate for this construction consist of less than 50% limestone.

c. Recycled Asphalt Pavement (RAP) milled from Department or other State Highway Agency projects shall be assumed to contain 75% non-skid material.

3. **Grading OGFC.** A minimum of 75% of the aggregate shall meet the requirements specified in **903.24** for Surface Mixtures (Non-Skid Aggregates). The coarse aggregate shall have at least 90% crushed aggregate with two fractured faces and 100% with one fractured face as determined in accordance with ASTM D5821. The coarse aggregate shall have a LA Abrasion value of less than 30% and a maximum absorption of 3.0%.

   Recycled Asphalt Pavement (RAP) milled from Department or other State Highway Agency projects shall be assumed to contain 75% non-skid material.

4. **Grading TL.** A minimum of 75% of the aggregate shall meet the requirements specified in **903.24** for Surface Mixtures (Non-Skid Aggregates) for the appropriate traffic level. The mixture shall contain a maximum of 15% natural sands.

   Recycled Asphalt Pavement (RAP) milled from Department or other State Highway Agency projects shall be assumed to contain 75% non-skid material.

903.12 Aggregate for Slurry Seal and Micro-Surface

A. Aggregate for Slurry Seal

A minimum of 50% of the aggregate shall be crushed slag, crushed granite, or crushed stone (crushed stone as specified in **903.24**), meeting the requirements of ASTM D692, except the gradation shall be as specified in Table 903.12-1. The aggregate shall have a minimum sand equivalent, as determined in accordance with AASHTO T 176, of 45.

Use a pug mill to mix blends of more than one aggregate source. Do not blend aggregates with a front end loader. Proportion the aggregate to produce a uniform gradation meeting the requirements specified in Table 903.12-1.

Table 903.12-1: Gradation Limits for Aggregate for Slurry Seal Based on Wash Gradation

Sieve	Design Master Range (Total Percent Passing)	Mixture Control Tolerances
3/8 inch	100	
No. 4	90-100	±6.0
No. 8	65-90	±5.0
No. 16	45-70	±5.0
No. 30	30-50	±4.0
No. 50	20-38	±4.0
No. 100	12-28	±3.0
No. 200	8-16	±3.0

B. Aggregate for Micro-Surface

A minimum of 50% of the–aggregate shall be crushed slag, crushed granite, or crushed stone (crushed stone as specified in **903.24**) meeting the gradation limits specified in Table 903.12-2 and the physical properties of ASTM D692, except the percent of fractured pieces shall be 100. The aggregate shall have a minimum sand equivalent, as determined in accordance with AASHTO T 176, of 65. Polish-resistant aggregates will not be required for leveling courses, provided they will be covered with riding surface mixtures.

Use a pug mill to mix blends of more than one aggregate source. Do not blend aggregates with a front end loader. Proportion the aggregate to produce a uniform gradation meeting the requirements specified in Table 903.12-2.

Table 903.12-2: Gradation Limits for Aggregate for Micro-Surfacing Based on Wash Gradation

Sieve	Design Master Range (Total Percent Passing)	Mixture Control Tolerances
3/8 inch	100	
No. 4	70-98	±6.0
No. 8	45-70	±5.0
No. 16	28-50	±5.0
No. 30	19-34	±4.0
No. 50	12-25	±4.0
No. 100	7-18	±2.0
No. 200	4-15	±2.0

903.13 Aggregate for Bituminous Seal Coat

Provide aggregate consisting of crushed stone, crushed slag, or crushed gravel, meeting the quality requirements of ASTM D692, except that at least 50% by count of crushed gravel aggregates shall have at least one fractured face. Crushed slag aggregate retained on the No. 4 sieve shall contain no more than 20% by weight of glassy particles. Provide aggregates meeting the requirements of **903.24**.

The amount of material finer than the No. 200 sieve shall not exceed 1%. If all material finer than the No. 200 sieve consists of the dust of fracture, essentially free from clay or shale, the percentage may be increased to 1.5.

Use aggregate meeting the gradation requirements in **903.22** for the size identified on the Plans and in accordance with Table **405.06-1**.

903.14 Aggregate for Double Bituminous Surface Treatment

Provide aggregate meeting **903.13**. In the mat, use aggregate meeting the gradation requirements specified for Size No. 7 in **903.22**. In the seal, use aggregate meeting the gradation requirements specified for Size No. 8 in **903.22**. Ensure that at least 90% of the aggregate particles retained on the No. 4 sieve have one or more fractured faces fractured for the approximate average diameter or thickness of the particle.

903.15 Aggregate for Aggregate-Cement Base Course

Provide coarse aggregate, composed of sound, tough, durable fragments of crushed stone, crushed slag, crushed or uncrushed gravel, or crushed or uncrushed chert, which may be blended with crushed recycled concrete or screened reclaimed asphalt pavement (RAP), and fine aggregate composed of natural or manufactured sand, and silt-clay or other finely divided mineral matter.

Provide gravel or chert aggregate that is screened and of such gradation that 100% will pass a 1-1/2 inch sieve, not more than 75% will pass the No. 4 sieve, and not less than 5% nor more than 15% will pass the No. 200 sieve. The fraction passing the No. 40 sieve shall have liquid limit not greater than 35, and a plasticity index not greater than 10. Provide crushed stone or slag aggregate that is sized and proportioned to meet the gradation requirements specified in **903.05** for Grading D. Blend materials, if required, at the screening plant or at the stationary mixing plant.

The Contractor may use recycled concrete aggregate or reclaimed asphalt pavement (RAP), at a maximum rate of 25% by weight, provided the combined aggregate blend meets all the requirements specified above. Crush and screen the recycled concrete and/or asphalt to produce a uniform stockpile before blending it with the virgin material. Keep the recycled stockpiles free of bricks, steel, wood, and all other deleterious materials. The virgin and recycled material blend shall meet the quality requirements specified in Table **903.05-1**.

Ensure that the combined total of shale, organic material, and other unwanted substances does not exceed 5% by weight.

903.16 Mineral Filler

Provide mineral filler conforming to AASHTO M 17, except that the mineral filler shall be non-plastic.

903.17 Aggregate for Underdrains

Provide crushed stone, crushed slag, or washed gravel meeting the quality requirements of ASTM D692 and the gradation requirements specified for Size 6, 7, 8, 57, or 78 in **903.22**.

903.18 Aggregate for Sand-Asphalt Surface Course

Provide aggregate, consisting of natural sand, crushed siliceous material, or a combination of these materials, meeting the quality requirements of ASTM D1073. For natural sand, the percentage of material finer than the No. 200 sieve shall not exceed 5.

The natural sand or combination of these materials shall meet the gradation requirements specified in Table 903.18-1.

Table 903.18-1: Gradation Requirements for Aggregate for Sand-Asphalt Surface Course

Sieve Size	Total Percent Passing by Weight
No. 4	100
No. 8	95-100
No. 30	50-80
No. 50	30-60
No. 100	8-25
No. 200	2-10

903.19 Lightweight Aggregates for Structural Concrete

Provide lightweight aggregate conforming to AASHTO M 195, with the following additions:

1. Produce the lightweight aggregate by fusing raw shale, slate, or clay in a rotary kiln, to yield particles having a wear of not more than 40% when tested in accordance with AASHTO T 96.

2. The lightweight coarse aggregate shall conform to the gradation requirements for size 3/4 inch to No. 4, as shown in Table 1 of AASHTO M 195.

3. The absorption of the coarse aggregate shall not exceed 10% when tested in accordance with AASHTO T 85.

4. When the coarse aggregate is subjected to five alterations of the sodium sulfate soundness test in accordance with AASHTO T 104, the weighted percentage of loss shall not be more than 9.

5. Concrete with approximately 6% air content made from the aggregate shall have a minimum durability factor of 90% when tested in accordance with AASHTO T 161.

6. Use material listed on the Department's QPL.

903.20 Stockpiling Aggregates

Clean and grub sites for aggregate stockpiles before storing aggregates, and ensure the ground is firm, smooth, and well-drained. Maintain a cover of at least 3 inches of aggregate to prevent contamination by soil or foreign material. Build the stockpiles in layers not exceeding 4 feet in height, and have each layer completely in place before starting the next layer to prevent segregation. Deposit the material so as to prevent coning, except in the case of aggregate composed essentially of material finer than the No. 4 sieve and base material.

Do not dump, cast, or push material over the sides of stockpiles, except in the case of aggregate for base material and fine aggregate materials.

Unless otherwise approved, store aggregates from different sources or of different gradings, or that differ in specific gravity by more than 0.03, in separate stockpiles. To prevent the aggregates from mixing, either locate stockpiles of different types or sizes of aggregates far enough apart, or separate them with suitable walls or partitions.

When building stockpiles, only operate trucks or other equipment on a stockpile in a manner approved by the Engineer. Use stockpiling methods that will prevent both excessive degradation of the aggregate and contamination of the stockpile with foreign matter. The Engineer will determine excessive degradation by conducting sieve tests of samples taken from any portion of the stockpile over which equipment has operated; failure of such samples to meet all gradation requirements for the aggregate is cause for discontinuing such stockpiling procedure.

903.21 Test Methods

In stating requirements for most materials in Section **903**, reference has been made to AASHTO and ASTM Standard Specifications for materials. The current AASHTO or ASTM Standard Specification effective at the time of letting for a particular Contract shall be the governing specification. Those Specifications, in turn, include reference to the respective AASHTO and ASTM methods of sampling and testing. In a few instances, however, properties of materials in Section **903** have been specified without reference to corresponding AASHTO and ASTM Standard Specifications. In such instances, the methods of sampling and testing specified in Table 903.21-1 will govern.

Table 903.21-1: Aggregate Sampling and Testing Methods

Test	Test Method
Unit Weight	AASHTO T 19
Percentage of Wear	AASHTO T 96
Soundness	AASHTO T 104
Liquid Limit	AASHTO T 89
Plastic Limit and Plasticity Index	AASHTO T 90
Sieve Analysis	AASHTO T 27
Hydrometer Analysis	AASHTO T 88
Material Passing No. 200 Sieve in Aggregate	AASHTO T 11
Ten Minute Boil Test	**407.03.E.2**
Resistance to Plastic Flow by Marshall Method	AASHTO T 245 [1]

[1] Use a mechanically operated hammer with a rotating base. The compaction hammer shall have a slanted, circular tamping face. The slant on the face shall be 1.6% + 0.0/-0.1.

903.22 Sizes of Coarse Aggregate

See AASHTO M 43.

Table 903.22-1: Standard Sizes of Processed Aggregate

Size	Nominal Size, Square Openings	Amounts Finer than Each Laboratory Sieve (Square Openings), Percent by Weight														
		4"	3-1/2"	3"	2-1/2"	2"	1-1/2"	1"	3/4"	1/2"	3/8"	No.4	No.8	No.16	No.50	No.100
1	3-1/2" - 1-1/2"	100	90-100	--	25-60	--	0-15	--	0-5	--	--	--	--	--	--	--
2	2-1/2" - 1-1/2"	--	--	100	90-100	35-70	0-15	--	0-5	--	--	--	--	--	--	--
24	2-1/2" - 3/4"	--	--	100	90-100	--	25-60	--	0-10	0-5	--	--	--	--	--	--
3	2"-1"	--	--	--	100	90-100	35-70	0-15	--	0-5	--	--	--	--	--	--
357	2" - No. 4	--	--	--	100	95-100	--	35-70	--	10-30	--	0-5	--	--	--	--
4	1-1/2" - 3/4"	--	--	--	--	100	90-100	20-55	0-15	--	0-5	--	--	--	--	--
467	1-1/2" - No. 4	--	--	--	--	100	95-100	--	35-70	--	10-30	0-5	--	--	--	--
5	1" - 1/2"	--	--	--	--	--	100	90-100	20-55	0-10	0-5	--	--	--	--	--
56	1" - 3/8"	--	--	--	--	--	100	90-100	40-85	10-40	0-15	0-5	--	--	--	--
57	1" - No. 4	--	--	--	--	--	100	95-100	--	25-60	--	0-10	0-5	--	--	--
6	3/4" - 3/8"	--	--	--	--	--	--	100	90- 100	20-55	0-15	0- 5	--	--	--	--
67	3/4" - No. 4	--	--	--	--	--	--	100	90-100	--	20-55	0-10	0-5	--	--	--
68	3/4" - No. 8	--	--	--	--	--	--	100	90-100	--	30-65	5-25	0-10	0-5	--	--
7	1/2" - No. 4	--	--	--	--	--	--	--	100	90-100	40-70	0-15	0-5	--	--	--
78	1/2" - No. 8	--	--	--	--	--	--	--	100	90-100	40-75	5-25	0-10	0-5	--	--
8	3/8" - No. 8	--	--	--	--	--	--	--	--	100	85-100	10-30	0-10	0-5	--	--
89	3/8" - No. 16	--	--	--	--	--	--	--	--	100	90-100	20-55	5-30	0-10	0-5	--
9	No. 4 - No. 16	--	--	--	--	--	--	--	--	--	100	85-100	10-40	0-10	0-5	--
10	No. 4 – 0 (1)	--	--	--	--	--	--	--	--	--	100	85-100	--	--	--	10-30

(1) Screenings

903.23 Reserved

903.24 Aggregates for Riding Surfaces (Polish-Resistant Aggregates)

Provide coarse aggregate consisting of crushed gravel, crushed granite, crushed slag, crushed quartzite, or crushed gneiss meeting the BPN requirements of the table below. The Contractor may use other crushed aggregate provided it has the chemical, physical, and performance characteristics specified in Table 903.24-1.

Table 903.24-1: Quality Requirements for Type I, II, III, and IV Aggregate

Aggregate Property	Test Method	Type I (all roads)	Type II (all roads)	Type III (15,000 ADT max, excluding Interstates)	Type IV (5,000 ADT max)
Silica Dioxide Content, % min	ASTM C25	40%	30%	20%	10%
Calcium Carbonate Content, % max		32%	--	--	--
Acid Insoluble Residue, % min	ASTM D3042	50%	35%	25%	--
British Pendulum Number,[1] min	AASHTO T 278 AASHTO T 279	30	30	25	22

[1] After 9 hours of accelerated polishing using the British Wheel in accordance with AASHTO T 279

In addition to the requirements specified in Table 903.24-1, Type II, III, and IV aggregates shall have met the preapproval process of the Division of Materials and Tests. All aggregate types must also maintain a satisfactory level of field performance to remain an approved source.

Process and stockpile the material as an independent and separate operation. The Engineer will sample and test each stockpile for approval prior to use.

SECTION 904 – BITUMINOUS MATERIALS

904.01 Asphalt Cements

Only obtain asphalt cement for use on Department projects from Certified Asphalt Suppliers that have an approved Quality Control Plan in accordance with the Department's Standard Operating Procedures.

Asphalt cement shall conform to AASHTO M 320 and Department procedures.

Instead of PG 64-22, the Contractor may use asphalt cement graded to PG 67-22. PG 67-22 shall conform to the requirements of AASHTO M 320 when the applicable tests are conducted at 67 °C and -12 °C, and the dynamic shear of the rolling thin film, pressure aged vessel sample is tested at 26.5 °C.

To modify the asphalt, properly blend styrene butadiene (SB), styrene butadiene styrene (SBS), or styrene butadiene rubber (SBR) to a PG 64-22 or PG 67-22 base asphalt.

In addition to the above requirements, the PG 70-22, PG 76-22, and 82-22 shall meet the requirements specified in Table 904.01-1.

Table 904.01-1: Requirements for Asphalt Cement

Property	PG 70-22	PG 76-22	PG 82-22
Ring & Ball Softening Point, degrees F, minimum	128	135	150
Elastic Recovery by means of Ductilometer, % minimum	45	65	70

A. Test Procedures

1. **Elastic Recovery by means of a Ductilometer.** Test in accordance with AASHTO T 301 at 77 °F.

2. **Screen Test.** Pour a 1,000-gram sample heated to 275 °F through a No. 10 sieve. Ensure no lumps or particles are retained on the sieve.

3. **Viscometer Test.** In addition to the above, all hot mix asphalt mix plants using modified liquid asphalt products shall have a rotational viscometer, meeting ASTM D4402 requirements, with a thermostatically controlled cell. The mix producer shall run a minimum of one test per week on samples taken from the Contractor’s storage tank. Viscosity values shall be in the ranges specified in Table 904.01-2 when tested at 275 °F.

Table 904.01-2: Asphalt Cement Viscosity Requirements

Property	PG 70-22	PG 76-22	PG 82-22
Viscosity Range (centipoise)	650-3,000	1,000-3,000	2,000-4,000 (1)

(1) Store PG82-22 at proper temperatures to maintain pumpability.

B. Materials Certification

Furnish a certification to the Engineer on each project stating that the asphalt cement provided meets the Department’s specification. Ensure that quality control and compliance testing are completed in accordance with the asphalt supplier’s approved quality control plan and Department procedures.

Where blending or modification occurs after the material has left the storage tanks, the supplier shall conduct a complete series of tests on a sample taken on the first day's production and biweekly thereafter for each grade being produced. Brookfield viscosity and DSR original tests shall be performed daily at the point of blending or modification. The DSR value $G^*/\sin\delta$ shall be ≥ 1.0 kPa at the high PG grade temperature (i.e., 158 °F for PG 70-22).

In addition, the producer shall provide a temperature-viscosity curve with a recommended mixing temperature range. In order to develop a temperature-viscosity curve, it may be necessary to run the viscosity test at a higher temperature, based on the softening point of the modified asphalt cement.

904.02 Reserved

904.03 Emulsified Asphalts

Provide emulsified asphalts meeting the test requirements specified in Table 904.03-1.

Table 904.03-1(a): Test Requirements for Emulsified Asphalt

Practices	AASHTO Test Method	CAE-P	CSS-1	CSS-1H	SS-1H	TST-1P	CQS-1H
Saybolt-Furol Viscosity @ 77 °F, seconds	T59	10-50	20-100	20-100	20-100	10-75	20-100
Saybolt-Furol Viscosity @ 122 °F, seconds	T59	n/a	n/a	n/a	n/a	n/a	n/a
Storage Stability Test, 24- h, %	T59	1 Max	1 Max	1 Max	1 Max	n/a	n/a
5-day Settlement, %	T59	n/a	n/a	n/a	n/a	n/a	n/a
Particle Charge	T59	Positive	Positive	Positive	n/a	n/a	Positive
Sieve Test, %	T59	0.1 Max	0.1 Max	0.1 Max	0.1 Max	0.1 Max	0.1 Max
Residue by	T59	Distillation	Distillation	Distillation	Distillation	Distillation(1)	Distillation
Residue, %	T59	n/a	57 Min	57 Min	57 Min	55-60	62 Min
Demulsibility, %	T59	n/a	n/a	n/a	n/a	n/a	n/a
Distillate, %	T59	55 Max	n/a	n/a	n/a	n/a	n/a
Oil Test, %	T59	12 Max	n/a	n/a	n/a	n/a	n/a
Stone Coating	T59	n/a	n/a	n/a	n/a	n/a	n/a
Float Test, seconds	T50	n/a	n/a	n/a	n/a	n/a	n/a
Penetration	T49	300 Min	100-250	40-90	40-90	75-150	40-90
Elastic Recovery, % (2)	T301	n/a	n/a	n/a	n/a	25 Min	n/a
Ductility @ 77 °F, cm	T51	40 Min	40 Min	40 Min	40 Min	n/a	40 Min
Ductility @ 40 °F, cm	T51	n/a	n/a	n/a	n/a	10-35	n/a
R&B Softening	T53	n/a	n/a	n/a	n/a	n/a	n/a

Practices	AASHTO Test Method	CAE-P	CSS-1	CSS-1H	SS-1H	TST-1P	CQS-1H
Point, °F							
Original G*/sind @ 82 °C	T315	n/a	n/a	n/a	n/a	n/a	n/a

(1) Distill at 400°F

(2) Straight-sided mold, 20-cm elongation, 5 min hold, 25 °C

Table 904.03-1(b): Test Requirements for Emulsified Asphalt

Practices	AASHTO Test Method	CQS-1HP	SS-1	AEP	CRS-2	AE3
Saybolt-Furol Viscosity @ 77 °F, seconds	T59	20-100	20-100	10-50	n/a	n/a
Saybolt-Furol Viscosity @ 122 °F, seconds	T59	n/a	n/a	n/a	100-400	50 Min
Storage Stability Test, 24- h, %	T59	n/a	1 Max	n/a	1 Max	n/a
5-day Settlement, %	T59	n/a	n/a	5 Max	n/a	5 Max
Particle Charge	T59	Positive	n/a	n/a	Positive	n/a
Sieve Test, %	T59	0.1 Max	0.1 Max	0.1 Max	0.1 Max	n/a
Residue by	T59	Distillation[1]	Distillation	Distillation	Distillation	Distillation
Residue, %	T59	62 Min	57 Min	n/a	65 Min	n/a
Demulsibility, %	T59	n/a	n/a	n/a	40 Min	n/a
Distillate, %	T59	n/a	n/a	55 Max	n/a	30 Max
Oil Test, %	T59	n/a	n/a	12.0 Max	3.0 Max	6.0 Max
Stone Coating	T59	n/a	n/a	n/a	n/a	90 Min
Float Test, seconds	T50	n/a	n/a	20 Min	n/a	200 Min
Penetration	T49	40-90	100-200	n/a	100-250	n/a
Elastic Recovery, % [2]	T301	n/a	n/a	n/a	n/a	n/a
Ductility @ 77 °F, cm	T51	70 Min	40 Min	n/a	40 Min	n/a
Ductility @ 40 °F, cm	T51	n/a	n/a	n/a	n/a	n/a
R&B Softening Point, °F	T53	135 Min	n/a	n/a	n/a	n/a
Original G*/sind @ 82 °C	T315	n/a	n/a	n/a	n/a	n/a

(1) Distill at 350 °F

(2) Straight-sided mold, 20-cm elongation, 5 min hold, 25 °C

Table 904.03-1(c): Test Requirements for Emulsified Asphalt

Practices	**AASHTO Test Method**	**CRS-2P**	**RS-2**	**RS-1**	**TTT-1**	**TTT-2**
Saybolt-Furol Viscosity @ 77 °F, seconds	T59	n/a	n/a	20-100	30 Min	n/a
Saybolt-Furol Viscosity @ 122 °F, seconds	T59	100-400	75-400	n/a	n/a	15-100
Storage Stability Test, 24- h, %	T59	1 Max	1 Max	1 Max	1 Max	1 Max
5-day Settlement, %	T59	n/a	n/a	n/a	5 Max	n/a
Particle Charge	T59	Positive	n/a	n/a	n/a	Positive
Sieve Test, %	T59	0.1 Max	0.1 Max	0.1 Max	0.1 Max	0.1 Max
Residue by	T59	*Evaporation*	Distillation	Distillation	Distillation	Distillation (1)
Residue, %	T59	65 Min	63 Min	55 Min	40 Min	58 Min
Demulsibility, %	T59	40 Min	60 Min	60 Min	n/a	n/a
Distillate, %	T59	n/a	n/a	n/a	n/a	n/a
Oil Test, %	T59	n/a	n/a	n/a	n/a	n/a
Stone Coating	T59	n/a	n/a	n/a	n/a	n/a
Float Test, seconds	T50	n/a	n/a	n/a	n/a	n/a
Penetration	T49	75-175	100-200	100-200	5-15	40-90
Elastic Recovery, % (2)	T301	50 Min	n/a	n/a	n/a	n/a
Ductility @ 77 °F, cm	T51	40 Min	40 Min	40 Min	40 Min	n/a
Ductility @ 40 °F, cm	T51	n/a	n/a	n/a	n/a	n/a
R&B Softening Point, °F	T53	125 Min	n/a	n/a	60-75	n/a
Original G*/sind @ 82 °C	T315	n/a	n/a	n/a	1.0 Min	n/a

(1) Distill at 350 °F

(2) Straight-sided mold, 20-cm elongation, 5min hold, 25 °C

The producer may conduct a 24-hour (1% Max) storage stability test instead of the 5-day settlement test if the emulsions are to be used within 5 days.

Obtain emulsified asphalts for use on Department projects from Certified Emulsified Asphalt Suppliers that have an approved Quality Control Plan in accordance with the Department's Standard Operating Procedures.

All emulsified asphalts shall be homogeneous, and shall adhere firmly to the surface of the mineral aggregate. Failure of the emulsified asphalt to perform satisfactorily on the job is cause for rejection, regardless of its ability to pass laboratory tests.

Use the AE-3 of such stability that it will remain constant and uniform while being mixed with dry or approximately dry aggregate, and that will thoroughly and uniformly coat the entire surface of each fragment while being manipulated and incorporated into the Work. The emulsified asphalt after being incorporated into the Work shall show no signs of re-emulsifying.

When approved by the Engineer, the Contractor may substitute cationic emulsions for anionic emulsions.

Use latex, polymer, and other emulsifiers of styrene butadiene rubber (SBR) or natural latex when manufacturing CQS-1hp. Mill such emulsifiers into the asphalt cement so as to show no separation after mixing.

When using modified emulsions in micro-surface mixtures, the blended mixture when combined with aggregate and mineral filler shall be:

1. Capable of filling up to 1/2-inch wheel ruts in one pass;

2. Capable of field regulation of the setting time; and

3. Suitable for nighttime placement.

Combine the latex with the asphalt emulsion at the emulsion mill to produce a homogeneous mixture. Latex modified emulsions, upon standing undisturbed for a period of 24 hours, shall have a uniform color throughout, showing no color striations.

SECTION 921 – MISCELLANEOUS MATERIALS

921.01 Water

For mixing concrete, use water that is reasonably clean and free of oil, salt, acid, alkali, sugar, vegetable matter, and other substances injurious to the finished product. Test water in accordance with AASHTO T 26. The Contractor may use water known to be of potable quality without testing. Where the source of water is relatively shallow, enclose the intake so as to exclude silt, mud, grass, and other foreign materials.

921.02 Calcium Chloride

A. Solid Form

Provide solid forms of calcium chloride conforming to the requirements of AASHTO M 144, for the type specified, except that the Department will waive requirements for total alkali chlorides and impurities when calcium chloride is to be used in mineral aggregate base or surface courses.

B. Liquid Form

Provide liquid forms of calcium chloride consisting of a clear liquid free from suspended matter and that meets the requirements specified in Table 921.02-1.

Table 921.02-1: Calcium Chloride Liquor

Component	Concentration of Calcium Chloride Liquor	
	32%	**38%**
Total Calcium Chloride by Weight, min.	32	38
Total Magnesium Chloride by Weight, max.	0.5	0.5

Do not use a calcium chloride solution of less than 32%.

Include with each shipment of calcium chloride liquor a certification from the manufacturer that states the concentration and new weight, and guarantees the percentage of calcium chloride.

921.03 Sodium Chloride

Provide sodium chloride conforming to ASTM D632, for the type specified.

921.04 Lime

Provide lime conforming to the requirements of ASTM C977, for the type specified.

921.05 Select Material for Soil-Cement Base

Provide select material for soil-cement base of such general character as to be classified as Group A-1 or A-2, in accordance with AASHTO M 145, and of such size that all will pass the standard 1-1/2 inch sieve.

921.06 Chemical Additives

A. Admixtures

1. **Portland Cement Concrete Mixtures.** Provide additives that are listed on the QPL and conform to AASHTO M 194 for the following seven types of admixtures:

   Type A - Water reducing admixtures
   Type B - Retarding admixtures
   Type C - Accelerating admixtures
   Type D - Water-reducing and retarding admixtures
   Type E - Water-reducing and accelerating admixtures
   Type F - Water-reducing, high range admixtures
   Type G - Water-reducing, high range admixtures and retarding admixtures
   Type S - Specific performance admixtures

   Before the Department will approve any admixture for use in Portland cement concrete mixtures under these Specifications, either the manufacturer of the admixture or the Contractor shall furnish the Department documentary evidence that the material proposed for use has been tested in accordance with the test methods in AASHTO M 194 and meets the requirements of that specification. Documentary evidence shall include the results of tests conducted by a testing laboratory inspected at regular intervals by the National Bureau of Standards and approved by the Department. The Department may require a notarized certification from the manufacturer stating that the material is identical to that originally approved and has in no way been changed or altered.

2. **Air-Entraining Admixtures.** Use air-entraining admixtures that are listed on the Department's QPL and conform to AASHTO M 154, except that the tests for bleeding, bond strength, and volume change will not be required.

   The Department may approve a product if the manufacturer or Contractor furnishes test data from a recognized laboratory showing that the air-entraining admixture proposed for use conforms to the requirements of these Specifications. A recognized laboratory is defined as one of the following: A State Transportation Department Laboratory; a Federal Highway Administration Laboratory; or other laboratories that are regularly inspected by the Cement and Concrete Reference Laboratory and approved by the Department.

B. Bituminous Additives

1. **Anti-Stripping Additive.** Use hydrated lime conforming to ASTM C977 or other heat-stable asphalt anti-stripping additive containing no ingredient harmful to the bituminous material or the workmen and that does not appreciably alter the specified characteristics of the bituminous material when added in the recommended proportions.

   When hydrated lime is the anti-stripping additive, use an amount equal to 1% by weight of the aggregate. Uniformly coat the aggregate with the lime, to the Engineer's satisfaction, before adding the bituminous material to the mixture.

   When using an anti-stripping additive other than hydrated lime, the percentage of anti-stripping additive used shall range between 0.3% to 0.5% by weight of the asphalt cement.

   The Department's QPL identifies qualified antistripping products. Do not use any product unless it appears on this list.

2. **Silicone Additives.** Mix silicone additives at the rate of 1 pint of silicone per 4 gallons of diesel fuel. The Contractor may use a 1/2 pint of this mixture per 1,000 gallons of asphalt.

3. **Warm Mix Asphalt (WMA) Additives.** The Contractor may add organic wax or foaming additives to bituminous plant mix to reduce placement temperatures as specified in **407.11**. Introduce the WMA additives into the mixture at a constant rate, sufficient to produce the mix temperatures specified in **407.11**, and in a manner approved by the Department. Record all changes to the proportions of the additive used during the course of mix production. The Department's QPL identifies qualified WMA additives. Only use additives appearing on this list.

921.07 Masonry Stone

Provide sound, dense, and durable masonry stone, free from excessive cracks, pyrite intrusions, and other structural defects. Ensure that stones