

**Tennessee Department of Transportation
Division of Materials and Tests**

**Performance Graded Asphalt Cement
Certified Supplier Requirements (SOP 3-1)**

- Purpose- The purpose of this document is to establish the minimum requirements for an asphalt cement supplier to become certified in Tennessee, and therefore provide performance grade asphalt cement on TDOT projects.
- Background- With the introduction of the performance grade (PG) asphalt binder system and the SUPERPAVE mixture design system, resulting from the Strategic Highway Research Program (SHRP), many State Highway Agencies (SHA) began to specify multiple grades of liquid asphalt. These performance grades, specific for the climate, location, traffic loading, and vehicle operation speeds of a project, required the typical asphalt terminal to manage their storage capacity and tanks to meet the varying demands of the multiple grades needed. The new PG system (AASHTO M 320) also introduced several new test methods for compliance. The total time to complete a full set of tests is approximately 2 - 3 working days.
- Policy- *Effective February 1st, 2004*, all Performance Grade Asphalt Cement (PGAC) supplied to a TDOT project must come from a certified asphalt supplier and be in compliance with TDOT Specifications (Section 904). To become certified, the supplier or manufacturer must submit a quality control plan (QCP) in accordance with AASHTO R-26, and as modified or required in this procedure, to TDOT for approval. The supplier must also demonstrate a history of quality control data and proof of full QCP implementation. New asphalt suppliers must submit three (3) consecutive split samples for each PGAC being shipped for TDOT verification testing.
- In-line blending of latex/polymers at an asphalt plant must be in accordance with the section “In-line blending” below. Modification of neat asphalt by “oxidation” or “air-blowing” is not acceptable.
- Procedure-
- Definitions- The *manufacturer*, as further referenced in this procedure, will be the last source to produce or modify the final product. The *supplier* will be the last source to handle the product before being shipped to a hot mix asphalt plant, and the supplier will provide the bituminous certification report with the PGAC shipment. In many instances, the manufacturer and the supplier will be one in the same. A *lot* will be the quantity represented by either a barge load or a storage tank. When in-line blending, a *lot* will be one week, when using a “batch” system, a lot will be thirty (30) days.
- Laboratory- Each manufacturer and supplier must have a designated laboratory to either certify the PGAC or to conduct quality control testing. Laboratories used to certify PGAC must participate in semi-annual AASHTO Materials Reference Laboratory (AMRL) proficiency testing for the tests listed below and submit proficiency results to the Department once available. Any laboratory that demonstrates excessive consecutive poor proficiency testing results may be asked to conduct additional extra proficiency sample testing until non-conformities are corrected
- Supplier laboratories that conduct quality control testing must have a rotational viscometer and a dynamic shear rheometer. Personnel conducting quality control testing must be qualified; either by training from the equipment manufacturer, trained under the direct supervision of an individual who routinely completes AMRL demonstrations and proficiency testing, or trained by other highly proficient and competent individuals with asphalt binder testing experience.

Quality Control Plan (QCP)- Each manufacturer and supplier must submit a QCP for approval. Once approved each manufacturer and supplier shall, at the beginning of each calendar year, send either a new QCP or written notification to the department that no changes will be made to the current QCP on file. The QCP shall contain the information required in accordance with Section 9.1 and 9.2 (or as revised below) of AASHTO R-26. If applicable, the QCP shall include requirements for in-line blending. In addition the plan shall include the following:

- A plan view of the facility and description of storage tanks,
- A narrative description how PG 70-22, PG 76-22, and PG 82-22 modified asphalt will be blended and handled to assure a consistent product,

Testing for storage tanks:

- TDOT will require specification compliance testing on every **lot** or any time a storage tank is added to. All lots must be in full compliance before being shipped to a TDOT project. Testing shall include all tests in AASHTO M320 as well as the following TDOT requirements for PG 70-22, PG 76-22, and PG 82-22:
 - Elastic Recovery (TDOT Standard Specifications Section 904)
 - Softening Point (TDOT Standard Specification Section 904)
- TDOT will require quality control testing at the suppliers facility. As a minimum quality control testing shall be completed once per week and shall include:
 - Rotational Viscosity (AASHTO T 316) (at 250 and 275 degrees F)
 - Dynamic Shear , $G^*/\sin \delta$ (unaged) (AASHTO T 315)

For PG 70-22, PG 76-22, and PG 82-22 the following shall also be included (these tests may be conducted at the certifying laboratory):

- Elastic Recovery
- Softening Point

Testing for In-line blending into tankers :

In-line blending of a certified PG 64-22, a certified PG 76-22, or a known concentrate to produce a PG 70-22, PG 76-22 or PG 82-22 will be allowed. The manufacturer shall utilize a static in-line blending system to provide a uniform, homogenous PGAC. Before in-line blending can occur, the conceptual plan must be pre-approved by TDOT and the manufacturer shall provide a detailed plan describing how the materials will be blended to meet this policy. When loading directly into a tanker and prior to any material being accepted, the supplier shall demonstrate to TDOT that it can produce material meeting the multiple grades through the blending system on the “fly” (i.e. switch from one grade to another). The producer shall keep precise documentation showing the amount of each grade and/or concentrate that was blended into each tanker. These records shall be available to TDOT when requested. When blending directly into trucks, the “rack operator” must have meters, or other mechanisms, visible to assure that the two components are being blended in the proper proportions.

- TDOT will require specification compliance testing on every **lot** on a weekly basis. Testing shall include all tests in AASHTO M320 as well as the following TDOT requirements for PG 70-22, PG 76-22, and PG 82-22:
 - Elastic Recovery (TDOT Standard Specifications Section 904)
 - Softening Point (TDOT Standard Specification Section 904)
- TDOT will require quality control testing at the suppliers facility. Quality control testing shall take place daily when in-line blending or shipment from live storage tanks is occurring and shall include:
 - Rotational Viscosity (AASHTO T 316) (at 250 and 275, degrees F)
 - Dynamic Shear , $G^*/\sin \delta$ (unaged) (AASHTO T 315)

Testing for batching and live storage/shipping tanks:

The manufacturer may produce batches of PG 70-22, PG 76-22, and PG 82-22 from a known concentrate and PG 64-22. Before transferring this material into a live storage/shipping tank, the manufacturer must conduct quality control tests on each batch.

- TDOT will require quality control testing at the supplier's facility. Quality control testing on each batch shall include: :
 - Rotational Viscosity (AASHTO T 316) (at 250 and 275 degrees F)
 - Dynamic Shear , $G^*/\sin \delta$ (unaged) (AASHTO T 315)
- TDOT will require specification compliance testing on each **lot** every 2 weeks. Testing shall include all tests in AASHTO M320 as well as the following TDOT requirements for PG 70-22, PG 76-22, and PG 82-22:
 - Elastic Recovery (TDOT Standard Specifications Section 904)
 - Softening Point (TDOT Standard Specification Section 904)
- Each manufacturer and supplier shall keep a record of all specification compliance and quality control test results on file for immediate review by the TDOT. All records shall be retained for a minimum of 5 years.
- If test results indicate a lot is not in compliance with TDOT Specifications, in addition to the requirements in Section 9.2 of AASHTO R 26, the supplier must provide a list of all shipments (date, quantity, contract number) to which the questionable material was shipped.

Terminal Added Anti-stripping Agent:

When anti-strip additive is to be supplied by the Asphalt Terminal, the material shall be introduced and mixed into the asphalt binder. At no time shall additive be pre-blended with AC and then stored.

- The blending system shall be capable of being calibrated, checked and monitored for accuracy and amount used.
- *Effective January 1st 2006*, the additive shall either be blended with AC immediately prior to being introduced into a transport tank, or shall be loaded simultaneously with the AC. In either case, the additive shall be introduced at a uniform rate that is proportional to the flow of AC. The additive shall be simultaneously loaded for a minimum of 80% of the asphalt binder loading time.
- A thermostatically controlled heating system shall be utilized. The system shall be capable of heating and maintaining the additive tank's contents and distribution system at the temperature recommended by the additive manufacturer. Additive storage temperatures shall not exceed 150° F.
- The asphalt binder delivery ticket shall show the rate, (or quantity), brand and grade of the additive.
- Terminals shipping asphalt binders blended with anti-stripping agents must test final blended materials as part of the terminal testing program either as certification or quality control.

Quality Assurance- Split samples, random sampling and Round Robin testing- The manufacturer shall split samples for specification compliance testing and provide one to

the TDOT for verification testing. Samples for quality control testing shall be split and one sample retained at the suppliers facility for 30 days in case a dispute were to arise.

The TDOT, at any time, may request additional quality control samples to be taken and tested by the supplier or by TDOT, for assurance purposes.

The TDOT, at any time, may request the manufacture or supplier to participate in round robin proficiency testing. TDOT will provide a reasonable time period for the test results to be submitted.

The TDOT will have the right to visit each approved supplier to review quality control activities and records, to obtain random check samples, or to inspect production.

Shipment- All shipments from the supplier must be accompanied with a completed Form DT-0293PG.