

Control	0251-06-036
Project	F 2023(638)
Highway	US 281
County	LAMPASAS

ADDENDUM ACKNOWLEDGMENT

Each bidder is required to acknowledge receipt of an addendum issued for a specific project. This page is provided for the purpose of acknowledging an addendum.

FAILURE TO ACKNOWLEDGE RECEIPT OF AN ADDENDUM WILL RESULT IN THE BID NOT BEING READ.

In order to properly acknowledge an addendum place a mark in the box next to the respective addendum.

- ADDENDUM NO. 1
- ADDENDUM NO. 2
- ADDENDUM NO. 3
- ADDENDUM NO. 4
- ADDENDUM NO. 5

In addition, the bidder by affixing their signature to the signature page of the proposal is acknowledging that they have taken the addendum(s) into consideration when preparing their bid and that the information contained in the addendum will be included in the contract, if awarded by the Commission or other designees.

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PROPOSAL TO THE TEXAS TRANSPORTATION COMMISSION

2014 SPECIFICATIONS WORK CONSISTING OF WIDEN ROAD - ADD LANES LAMPASAS COUNTY, TEXAS

The quantities in the proposal are approximate. The quantities of work and materials may be increased or decreased as considered necessary to complete the work as planned and contemplated.

This project is to be completed in 391 working days and will be accepted when fully completed and finished to the satisfaction of the Executive Director or designee.

Provide a proposal guaranty in the form of a Cashier's Check, Teller's Check (including an Official Check) or Bank Money Order on a State or National Bank or Savings and Loan Association, or State or Federally chartered Credit Union made payable to the Texas Transportation Commission in the following amount:

ONE HUNDRED THOUSAND (Dollars) (\$100,000)

A bid bond may be used as the required proposal guaranty. The bond form may be detached from the proposal for completion. The proposal may not be disassembled to remove the bond form. The bond must be in accordance with Item 2 of the specifications.

Any addenda issued amending this proposal and/or the plans that have been acknowledged by the bidder, become part of this proposal.

By signing the proposal the bidder certifies:

1. the only persons or parties interested in this proposal are those named and the bidder has not directly or indirectly participated in collusion, entered into an agreement or otherwise taken any action in restraint of free competitive bidding in connection with the above captioned project.
2. in the event of the award of a contract, the organization represented will secure bonds for the full amount of the contract.
3. the signatory represents and warrants that they are an authorized signatory for the organization for which the bid is submitted and they have full and complete authority to submit this bid on behalf of their firm.
4. that the certifications and representations contained in the proposal are true and accurate and the bidder intends the proposal to be taken as a genuine government record.

• **Signed:** **

(1) _____ (2) _____ (3) _____

Print Name:

(1) _____ (2) _____ (3) _____

Title:

(1) _____ (2) _____ (3) _____

Company:

(1) _____ (2) _____ (3) _____

- Signatures to comply with Item 2 of the specifications.

**Note: Complete (1) for single venture, through (2) for joint venture and through (3) for triple venture.

* **When the working days field contains an asterisk (*) refer to the Special Provisions and General Notes.**

NOTICE TO CONTRACTORS

ANY CONTRACTORS INTENDING TO BID ON ANY WORK TO BE AWARDED BY THIS DEPARTMENT MUST SUBMIT A SATISFACTORY “AUDITED FINANCIAL STATEMENT” AND “EXPERIENCE QUESTIONNAIRE” AT LEAST TEN DAYS PRIOR TO THE LETTING DATE.

UNIT PRICES MUST BE SUBMITTED IN ACCORDANCE WITH ITEM 2 OF THE STANDARD SPECIFICATIONS OR SPECIAL PROVISION TO ITEM 2 FOR EACH ITEM LISTED IN THIS PROPOSAL.

TEXAS DEPARTMENT OF TRANSPORTATION

BID BOND

KNOW ALL PERSONS BY THESE PRESENTS,

That we, (Contractor Name) _____

Hereinafter called the Principal, and (Surety Name) _____

a corporation or firm duly authorized to transact surety business in the State of Texas, hereinafter called the Surety, are held and firmly bound unto the Texas Department of Transportation, hereinafter called the Oblige, in the sum of not less than two percent (2%) of the department's engineer's estimate, rounded to the nearest one thousand dollars, not to exceed one hundred thousand dollars (\$100,000) as a proposal guaranty (amount displayed on the cover of the proposal), the payment of which sum will and truly be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the principal has submitted a bid for the following project identified as:

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NOW, THEREFORE, if the Oblige shall award the Contract to the Principal and the Principal shall enter into the Contract in writing with the Oblige in accordance with the terms of such bid, then this bond shall be null and void. If in the event of failure of the Principal to execute such Contract in accordance with the terms of such bid, this bond shall become the property of the Oblige, without recourse of the Principal and/or Surety, not as a penalty but as liquidated damages.

Signed this _____ Day of _____ 20_____

By: _____
(Contractor/Principal Name)

(Signature and Title of Authorized Signatory for Contractor/Principal)

*By: _____
(Surety Name)

(Signature of Attorney-in-Fact)

Impressed
Surety Seal
Only

*Attach Power of attorney (Surety) for Attorney-in-Fact

This form may be removed from the proposal.

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BIDDER'S CHECK RETURN

IMPORTANT

The space provided for the return address must be completed to facilitate the return of your bidder's check. Care must be taken to provide a legible, accurate, and complete return address, including zip code. A copy of this sheet should be used for each different return address.

NOTE

Successful bidders will receive their guaranty checks with the executed contract.

RETURN BIDDERS CHECK TO (PLEASE PRINT):

Control	0251-06-036
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IMPORTANT

PLEASE RETURN THIS SHEET IN ITS ENTIRETY

Please acknowledge receipt of this check(s) at your earliest convenience by signing below in longhand, in ink, and returning this acknowledgement in the enclosed self addressed envelope.

Check Received By: _____ Date: _____

Title: _____

For (Contractor's Name): _____

Project _____ County _____

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NOTICE TO THE BIDDER

In the space provided below, please enter your total bid amount for this project. Only this figure will be read publicly by the Department at the public bid opening.

It is understood and agreed by the bidder in signing this proposal that the total bid amount entered below is not binding on either the bidder or the Department. It is further agreed that **the official total bid amount for this proposal will be determined by multiplying the unit bid prices for each pay item by the respective estimated quantities shown in this proposal and then totaling all of the extended amounts.**

\$ _____
Total Bid Amount

Control 0001-03-030
 Project STP 2000(938)HES
 Highway SH 20
 County EL PASO

ALT	ITEM	DESC	SP	Bid Item Description	Unit	Quantity	Bid Price	Amount	Seq
	I04	509	X	REMOV CONC (SDWLK)	MSY	266.400	\$10.000	\$2,664.00	1
						Total Bid Amount	\$2,664.00		

Signed _____
 Title _____
 Date _____

Additional Signature for Joint Venture:

Signed _____
 Title _____
 Date _____

EXAMPLE OF BID PRICES SUBMITTED BY COMPUTER PRINTOUT

EXAMPLE

EXAMPLE

EXAMPLE

EXAMPLE

EXAMPLES

BID PRICES SUBMITTED BY HAND WRITTEN FORMAT

ALT	ITEM-CODE			UNIT BID PRICE <u>ONLY</u> WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC NO	S.P. NO.				
	190	026		RED OAK 1 1/2 - 1 3/4 GAL BB	EA	9.000	1
					L	E	

Unit price for each plant in place

	249	014		FLEX BASE(DEL)(DENSOT)(TY A GR4 CL2)	TON	56,787.00	14
					L	E	

Unit price for each ton of Flexible Base

	430	001	001	CL A CONC FOR EXT STR (CULV)	CY	45.000	27
					L	E	

Unit price for each cubic yard of Concrete

	610	007	001	RDWY ILL ASSEM(TY ST 50T-8-8)(.4 KW)S	EA	13.000	7
					L	E	

Unit price of each Roadway Illumination Assembly

EXAMPLE

EXAMPLE

EXAMPLE

EXAMPLE

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ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	100	6002		PREPARING ROW DOLLARS and CENTS	STA	93.550	1
	100	6007		PREP ROW (TREE)(GREATER THAN 24" DIA) DOLLARS and CENTS	EA	24.000	2
	104	6015		REMOVING CONC (SIDEWALKS) DOLLARS and CENTS	SY	1,779.000	3
	104	6017		REMOVING CONC (DRIVEWAYS) DOLLARS and CENTS	SY	583.000	4
	104	6022		REMOVING CONC (CURB AND GUTTER) DOLLARS and CENTS	LF	2,069.000	5
	104	6036		REMOVING CONC (SIDEWALK OR RAMP) DOLLARS and CENTS	SY	34.000	6
	104	6044		REMOVING CONC (FLUME) DOLLARS and CENTS	SY	27.000	7
	105	6033		REMOVING STB BASE AND ASPH PAV(10-14") DOLLARS and CENTS	SY	59,410.000	8
	110	6001		EXCAVATION (ROADWAY) DOLLARS and CENTS	CY	28,405.000	9
	110	6003		EXCAVATION (SPECIAL) DOLLARS and CENTS	CY	716.000	10
	132	6004		EMBANKMENT (FINAL)(DENS CONT)(TY B) DOLLARS and CENTS	CY	349.000	11

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	132	6006		EMBANKMENT (FINAL)(DENS CONT)(TY C) DOLLARS and CENTS	CY	12,316.000	12
	162	6002		BLOCK SODDING DOLLARS and CENTS	SY	9,093.000	13
	164	6035		DRILL SEEDING (PERM) (RURAL) (CLAY) DOLLARS and CENTS	SY	37,877.000	14
	164	6051		DRILL SEED (TEMP)(WARM OR COOL) DOLLARS and CENTS	SY	3,278.000	15
	168	6001		VEGETATIVE WATERING DOLLARS and CENTS	MG	1,130.000	16
	169	6003		SOIL RETENTION BLANKETS (CL 1) (TY C) DOLLARS and CENTS	SY	444.000	17
	247	6053	003	FL BS (CMP IN PLC)(TYD GR1-2)(FNAL POS) DOLLARS and CENTS	CY	735.000	18
	251	6027		REWORK BS MTL (TY B) (6") (DENS CONT) DOLLARS and CENTS	SY	17,392.000	19
	275	6001		CEMENT DOLLARS and CENTS	TON	108.000	20
	310	6009		PRIME COAT (MC-30) DOLLARS and CENTS	GAL	1,728.000	21
	400	6006		CUT & RESTORING PAV DOLLARS and CENTS	SY	356.000	22
	401	6001		FLOWABLE BACKFILL DOLLARS and CENTS	CY	7,508.000	23

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	402	6001		TRENCH EXCAVATION PROTECTION DOLLARS and CENTS	LF	9,140.000	24
	403	6001		TEMPORARY SPL SHORING DOLLARS and CENTS	SF	2,147.000	25
	416	6029		DRILL SHAFT (RDWY ILL POLE) (30 IN) DOLLARS and CENTS	LF	300.000	26
	416	6031		DRILL SHAFT (TRF SIG POLE) (30 IN) DOLLARS and CENTS	LF	22.000	27
	416	6032		DRILL SHAFT (TRF SIG POLE) (36 IN) DOLLARS and CENTS	LF	65.000	28
	420	6054	001	CL C CONC (HEADWALL) DOLLARS and CENTS	CY	15.200	29
	420	6066	001	CL C CONC (RAIL FOUNDATION) DOLLARS and CENTS	CY	173.000	30
	420	6074	001	CL C CONC (MISC) DOLLARS and CENTS	CY	13.700	31
	432	6001		RIPRAP (CONC)(4 IN) DOLLARS and CENTS	CY	55.000	32
	432	6002		RIPRAP (CONC)(5 IN) DOLLARS and CENTS	CY	25.100	33
	432	6003		RIPRAP (CONC)(6 IN) DOLLARS and CENTS	CY	31.000	34
	432	6031		RIPRAP (STONE PROTECTION)(12 IN) DOLLARS and CENTS	CY	10.900	35

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	432	6045		RIPRAP (MOW STRIP)(4 IN) DOLLARS and CENTS	CY	53.000	36
	450	6030	001	RAIL (TY C221) DOLLARS and CENTS	LF	583.200	37
	450	6040	001	RAIL (TY C66) DOLLARS and CENTS	LF	52.000	38
	450	6103	001	RAIL (TY PR11) DOLLARS and CENTS	LF	621.000	39
	459	6009		GABIONS (3' X 3')(GALV) DOLLARS and CENTS	CY	1,202.000	40
	462	6001	002	CONC BOX CULV (3 FT X 2 FT) DOLLARS and CENTS	LF	483.000	41
	462	6003	002	CONC BOX CULV (4 FT X 2 FT) DOLLARS and CENTS	LF	90.000	42
	462	6004	002	CONC BOX CULV (4 FT X 3 FT) DOLLARS and CENTS	LF	788.000	43
	462	6075	002	CONC BOX CULV (10 FT X 7 FT)(EXTEND) DOLLARS and CENTS	LF	13.000	44
	464	6005	001	RC PIPE (CL III)(24 IN) DOLLARS and CENTS	LF	9,131.000	45
	464	6007	001	RC PIPE (CL III)(30 IN) DOLLARS and CENTS	LF	1,827.000	46
	464	6032	001	RC PIPE (ARCH)(CL III)(DES 3) DOLLARS and CENTS	LF	24.000	47

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	465	6014	001	INLET (COMPL)(PCO)(3FT)(LEFT) DOLLARS and CENTS	EA	13.000	48
	465	6015	001	INLET (COMPL)(PCO)(3FT)(RIGHT) DOLLARS and CENTS	EA	16.000	49
	465	6016	001	INLET (COMPL)(PCO)(3FT)(BOTH) DOLLARS and CENTS	EA	10.000	50
	465	6018	001	INLET (COMPL)(PCO)(4FT)(LEFT) DOLLARS and CENTS	EA	3.000	51
	465	6019	001	INLET (COMPL)(PCO)(4FT)(RIGHT) DOLLARS and CENTS	EA	2.000	52
	465	6020	001	INLET (COMPL)(PCO)(4FT)(BOTH) DOLLARS and CENTS	EA	5.000	53
	465	6023	001	INLET (COMPL)(PCO)(5FT)(RIGHT) DOLLARS and CENTS	EA	1.000	54
	465	6024	001	INLET (COMPL)(PCO)(5FT)(BOTH) DOLLARS and CENTS	EA	2.000	55
	465	6034	001	INLET (COMPL)(PCU)(4FT)(LEFT) DOLLARS and CENTS	EA	2.000	56
	465	6036	001	INLET (COMPL)(PCU)(4FT)(BOTH) DOLLARS and CENTS	EA	1.000	57
	465	6060	001	INLET (COMPL)(PSL)(SL)(6FTX6FT) DOLLARS and CENTS	EA	1.000	58
	465	6071	001	INLET (COMPL)(PSL)(RC)(4FTX4FT) DOLLARS and CENTS	EA	2.000	59

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	465	6076	001	INLET (COMPL)(PSL)(RC)(6FTX6FT) DOLLARS and CENTS	EA	1.000	60
	465	6126	001	INLET (COMPL)(PSL)(FG)(3FTX3FT-3FTX-3FT) DOLLARS and CENTS	EA	8.000	61
	466	6171		WINGWALL (PW - 1) (HW=10 FT) DOLLARS and CENTS	EA	1.000	62
	466	6173		WINGWALL (PW - 1) (HW=12 FT) DOLLARS and CENTS	EA	1.000	63
	466	6178		WINGWALL (PW - 1) (HW=3 FT) DOLLARS and CENTS	EA	1.000	64
	466	6183		WINGWALL (PW - 1) (HW=8 FT) DOLLARS and CENTS	EA	1.000	65
	466	6206		WINGWALL (SW - 0) (HW=3 FT) DOLLARS and CENTS	EA	1.000	66
	466	6207		WINGWALL (SW - 0) (HW=4 FT) DOLLARS and CENTS	EA	1.000	67
	467	6148		SET (TY I)(S= 4 FT)(HW= 5 FT)(3:1) (C) DOLLARS and CENTS	EA	1.000	68
	467	6154		SET (TY I)(S= 4 FT)(HW= 6 FT)(3:1) (C) DOLLARS and CENTS	EA	1.000	69
	467	6389		SET (TY II) (24 IN) (RCP) (3: 1) (P) DOLLARS and CENTS	EA	5.000	70
	467	6395		SET (TY II) (24 IN) (RCP) (6: 1) (P) DOLLARS and CENTS	EA	32.000	71

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	467	6543		SET (TY II) (DES 3) (RCP) (4: 1) (P) DOLLARS and CENTS	EA	2.000	72
	480	6001		CLEAN EXIST CULVERTS DOLLARS and CENTS	EA	2.000	73
	496	6002		REMOV STR (INLET) DOLLARS and CENTS	EA	2.000	74
	496	6004		REMOV STR (SET) DOLLARS and CENTS	EA	48.000	75
	496	6006		REMOV STR (HEADWALL) DOLLARS and CENTS	EA	2.000	76
	496	6007		REMOV STR (PIPE) DOLLARS and CENTS	LF	2,288.000	77
	496	6008		REMOV STR (BOX CULVERT) DOLLARS and CENTS	LF	10.000	78
	496	6031		REMOV STR (CATTLE GUARD) DOLLARS and CENTS	EA	1.000	79
	496	6043		REMOV STR (SMALL FENCE) DOLLARS and CENTS	LF	5,437.000	80
	496	6093		REMOV STR (MASONARY) DOLLARS and CENTS	LF	23.000	81
	496	6099		REMOVE STR (RAIL) DOLLARS and CENTS	LF	300.000	82
	500	6001		MOBILIZATION DOLLARS and CENTS	LS	1.000	83

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	502	6001	008	BARRICADES, SIGNS AND TRAFFIC HAN- DLING DOLLARS and CENTS	MO	23.000	84
	506	6002	005	ROCK FILTER DAMS (INSTALL) (TY 2) DOLLARS and CENTS	LF	406.000	85
	506	6011	005	ROCK FILTER DAMS (REMOVE) DOLLARS and CENTS	LF	406.000	86
	506	6026	005	EMBANK (EROSN & SEDMT CONT, IN PLACE) DOLLARS and CENTS	CY	5,583.000	87
	506	6035	005	SANDBAGS FOR EROSION CONTROL DOLLARS and CENTS	EA	165.000	88
	506	6038	005	TEMP SEDMT CONT FENCE (INSTALL) DOLLARS and CENTS	LF	12,427.000	89
	506	6039	005	TEMP SEDMT CONT FENCE (REMOVE) DOLLARS and CENTS	LF	12,427.000	90
	506	6041	005	BIODEG EROSN CONT LOGS (INSTL) (12") DOLLARS and CENTS	LF	1,738.000	91
	506	6043	005	BIODEG EROSN CONT LOGS (REMOVE) DOLLARS and CENTS	LF	1,738.000	92
	508	6001		CONSTRUCTING DETOURS DOLLARS and CENTS	SY	3,021.000	93
	528	6001		COLORLED TEXTURED CONC (4") DOLLARS and CENTS	SY	2,134.000	94
	529	6007		CONC CURB & GUTTER (TY I) DOLLARS and CENTS	LF	754.000	95

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	529	6008		CONC CURB & GUTTER (TY II) DOLLARS and CENTS	LF	16,205.000	96
	529	6013		CONC CURB (SPECIAL) (TYPE II) DOLLARS and CENTS	LF	405.000	97
	529	6017		CONC CURB (TY F2) DOLLARS and CENTS	LF	129.000	98
	529	6018		CONC CURB (TY F3) DOLLARS and CENTS	LF	57.000	99
	530	6004		DRIVEWAYS (CONC) DOLLARS and CENTS	SY	4,248.000	100
	530	6005		DRIVEWAYS (ACP) DOLLARS and CENTS	SY	1,456.000	101
	530	6007		TURNOUTS (CONC) DOLLARS and CENTS	SY	61.000	102
	530	6008		TURNOUTS (ACP) DOLLARS and CENTS	SY	24.000	103
	531	6001		CONC SIDEWALKS (4") DOLLARS and CENTS	SY	6,874.000	104
	531	6003		CONC SIDEWALKS (6") DOLLARS and CENTS	SY	433.000	105
	531	6004		CURB RAMPS (TY 1) DOLLARS and CENTS	EA	4.000	106
	531	6005		CURB RAMPS (TY 2) DOLLARS and CENTS	EA	4.000	107

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	531	6009		CURB RAMPS (TY 6) DOLLARS and CENTS	EA	3.000	108
	531	6010		CURB RAMPS (TY 7) DOLLARS and CENTS	EA	6.000	109
	531	6013		CURB RAMPS (TY 10) DOLLARS and CENTS	EA	2.000	110
	531	6016		CURB RAMPS (TY 21) DOLLARS and CENTS	EA	1.000	111
	531	6017		CURB RAMPS (TY 22) DOLLARS and CENTS	EA	2.000	112
	533	6001		RUMBLE STRIPS (SHOULDER) DOLLARS and CENTS	LF	3,396.000	113
	540	6002	001	MTL W-BEAM GD FEN (STEEL POST) DOLLARS and CENTS	LF	525.000	114
	540	6006	001	MTL BEAM GD FEN TRANS (THRIE-BEAM) DOLLARS and CENTS	EA	6.000	115
	542	6001		REMOVE METAL BEAM GUARD FENCE DOLLARS and CENTS	LF	595.000	116
	544	6001		GUARDRAIL END TREATMENT (INSTALL) DOLLARS and CENTS	EA	8.000	117
	544	6003		GUARDRAIL END TREATMENT (REMOVE) DOLLARS and CENTS	EA	6.000	118
	550	6001		CHAIN LINK FENCE (INSTALL) (6') DOLLARS and CENTS	LF	100.000	119

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	550	6037		GATE (INSTALL) (DOUBLE) DOLLARS and CENTS	SF	288.000	120
	552	6004		WIRE FENCE (TY D) DOLLARS and CENTS	LF	709.000	121
	560	6003		MAILBOX INSTALL-M (TWG-POST) TY 1 DOLLARS and CENTS	EA	1.000	122
	560	6007		MAILBOX INSTALL-S (WC-POST) TY 3 DOLLARS and CENTS	EA	5.000	123
	610	6290		IN RD IL (TY SA) 50T-12 (400W EQ) LED DOLLARS and CENTS	EA	30.000	124
	618	6023		CONDT (PVC) (SCH 40) (2") DOLLARS and CENTS	LF	4,749.000	125
	618	6024		CONDT (PVC) (SCH 40) (2") (BORE) DOLLARS and CENTS	LF	1,275.000	126
	618	6029		CONDT (PVC) (SCH 40) (3") DOLLARS and CENTS	LF	6,675.000	127
	618	6030		CONDT (PVC) (SCH 40) (3") (BORE) DOLLARS and CENTS	LF	1,685.000	128
	618	6046		CONDT (PVC) (SCH 80) (2") DOLLARS and CENTS	LF	415.000	129
	618	6047		CONDT (PVC) (SCH 80) (2") (BORE) DOLLARS and CENTS	LF	560.000	130
	618	6053		CONDT (PVC) (SCH 80) (3") DOLLARS and CENTS	LF	560.000	131

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	618	6054		CONDT (PVC) (SCH 80) (3") (BORE) DOLLARS and CENTS	LF	1,760.000	132
	620	6002		ELEC CONDR (NO.14) INSULATED DOLLARS and CENTS	LF	8,695.000	133
	620	6007		ELEC CONDR (NO.8) BARE DOLLARS and CENTS	LF	8,790.000	134
	620	6008		ELEC CONDR (NO.8) INSULATED DOLLARS and CENTS	LF	12,670.000	135
	620	6009		ELEC CONDR (NO.6) BARE DOLLARS and CENTS	LF	375.000	136
	620	6010		ELEC CONDR (NO.6) INSULATED DOLLARS and CENTS	LF	1,050.000	137
	621	6005		TRAY CABLE (4 CONDR) (12 AWG) DOLLARS and CENTS	LF	1,185.000	138
	624	6002		GROUND BOX TY A (122311)W/APRON DOLLARS and CENTS	EA	13.000	139
	624	6006		GROUND BOX TY BATTERY (162915)W/ APRON DOLLARS and CENTS	EA	2.000	140
	624	6010		GROUND BOX TY D (162922)W/APRON DOLLARS and CENTS	EA	10.000	141
	628	6045		ELC SRV TY A 240/480 060(NS)SS(E)SP(O) DOLLARS and CENTS	EA	1.000	142
	628	6145		ELC SRV TY D 120/240 060(NS)SS(E)SP(O) DOLLARS and CENTS	EA	2.000	143

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	628	6146		ELC SRV TY D 120/240 060(NS)SS(E)SP(U) DOLLARS and CENTS	EA	1.000	144
	628	6307		ELC SRV TY T 120/240 000(NS)GS(N)SP(O) DOLLARS and CENTS	EA	1.000	145
	636	6001	001	ALUMINUM SIGNS (TY A) DOLLARS and CENTS	SF	22.000	146
	644	6001		IN SM RD SN SUP&AM TY10BWG(1)SA(P) DOLLARS and CENTS	EA	32.000	147
	644	6002		IN SM RD SN SUP&AM TY10BWG(1)SA(P- BM) DOLLARS and CENTS	EA	1.000	148
	644	6004		IN SM RD SN SUP&AM TY10BWG(1)SA(T) DOLLARS and CENTS	EA	13.000	149
	644	6030		IN SM RD SN SUP&AM TYS80(1)SA(T) DOLLARS and CENTS	EA	1.000	150
	644	6033		IN SM RD SN SUP&AM TYS80(1)SA(U) DOLLARS and CENTS	EA	1.000	151
	644	6034		IN SM RD SN SUP&AM TYS80(1)SA(U-1EXT) DOLLARS and CENTS	EA	2.000	152
	644	6035		IN SM RD SN SUP&AM TYS80(1)SA(U-2EXT) DOLLARS and CENTS	EA	1.000	153
	644	6036		IN SM RD SN SUP&AM TYS80(1)SA(U-BM) DOLLARS and CENTS	EA	2.000	154
	644	6068		RELOCATE SM RD SN SUP&AM TY 10BWG DOLLARS and CENTS	EA	7.000	155

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	644	6076		REMOVE SM RD SN SUP&AM DOLLARS and CENTS	EA	54.000	156
	658	6014		INSTL DEL ASSM (D-SW)SZ (BRF)CTB (BI) DOLLARS and CENTS	EA	3.000	157
	658	6062		INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI) DOLLARS and CENTS	EA	14.000	158
	658	6081		INSTL DEL ASSM (D-SW)SZ 1(WFLX)GND(BI) DOLLARS and CENTS	EA	8.000	159
	658	6099		INSTL OM ASSM (OM-2Z)(WFLX)GND DOLLARS and CENTS	EA	8.000	160
	662	6001		WK ZN PAV MRK NON-REMOV (W)4"(BRK) DOLLARS and CENTS	LF	30.000	161
	662	6002		WK ZN PAV MRK NON-REMOV (W)4"(DOT) DOLLARS and CENTS	LF	836.000	162
	662	6004		WK ZN PAV MRK NON-REMOV (W)4"(SLD) DOLLARS and CENTS	LF	51,974.000	163
	662	6012		WK ZN PAV MRK NON-REMOV (W)8"(SLD) DOLLARS and CENTS	LF	2,689.000	164
	662	6016		WK ZN PAV MRK NON-REMOV (W)24"(SLD) DOLLARS and CENTS	LF	194.000	165
	662	6017		WK ZN PAV MRK NON-REMOV (W)(ARROW) DOLLARS and CENTS	EA	15.000	166
	662	6029		WK ZN PAV MRK NON-REMOV(W)(WORD) DOLLARS and CENTS	EA	15.000	167

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	662	6032		WK ZN PAV MRK NON-REMOV (Y)4"(BRK) DOLLARS and CENTS	LF	2,940.000	168
	662	6034		WK ZN PAV MRK NON-REMOV (Y)4"(SLD) DOLLARS and CENTS	LF	53,025.000	169
	662	6061		WK ZN PAV MRK REMOV (W)4"(DOT) DOLLARS and CENTS	LF	73.000	170
	662	6063		WK ZN PAV MRK REMOV (W)4"(SLD) DOLLARS and CENTS	LF	4,788.000	171
	662	6071		WK ZN PAV MRK REMOV (W)8"(SLD) DOLLARS and CENTS	LF	489.000	172
	662	6075		WK ZN PAV MRK REMOV (W)24"(SLD) DOLLARS and CENTS	LF	88.000	173
	662	6080		WK ZN PAV MRK REMOV (W)(ARROW) DOLLARS and CENTS	EA	4.000	174
	662	6090		WK ZN PAV MRK REMOV (W)(WORD) DOLLARS and CENTS	EA	4.000	175
	662	6091		WK ZN PAV MRK REMOV (W)18"(YLD TRI) DOLLARS and CENTS	EA	17.000	176
	662	6095		WK ZN PAV MRK REMOV (Y)4"(SLD) DOLLARS and CENTS	LF	6,292.000	177
	662	6109		WK ZN PAV MRK SHT TERM (TAB)TY W DOLLARS and CENTS	EA	1,850.000	178
	662	6111		WK ZN PAV MRK SHT TERM (TAB)TY Y-2 DOLLARS and CENTS	EA	2,037.000	179

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	666	6018	007	REFL PAV MRK TY I (W)6"(DOT)(100MIL) DOLLARS and CENTS	LF	17.000	180
	666	6036	007	REFL PAV MRK TY I (W)8"(SLD)(100MIL) DOLLARS and CENTS	LF	6,860.000	181
	666	6048	007	REFL PAV MRK TY I (W)24"(SLD)(100MIL) DOLLARS and CENTS	LF	1,165.000	182
	666	6306	007	RE PM W/RET REQ TY I (W)6"(BRK)(100MIL) DOLLARS and CENTS	LF	4,866.000	183
	666	6309	007	RE PM W/RET REQ TY I (W)6"(SLD)(100MIL) DOLLARS and CENTS	LF	3,908.000	184
	666	6318	007	RE PM W/RET REQ TY I (Y)6"(BRK)(100MIL) DOLLARS and CENTS	LF	2,799.000	185
	666	6321	007	RE PM W/RET REQ TY I (Y)6"(SLD)(100MIL) DOLLARS and CENTS	LF	23,083.000	186
	668	6077		PREFAB PAV MRK TY C (W) (ARROW) DOLLARS and CENTS	EA	40.000	187
	668	6078		PREFAB PAV MRK TY C (W) (DBL ARROW) DOLLARS and CENTS	EA	1.000	188
	668	6085		PREFAB PAV MRK TY C (W) (WORD) DOLLARS and CENTS	EA	26.000	189
	668	6092		PREFAB PAV MRK TY C (W) (36")(YLD TRI) DOLLARS and CENTS	EA	28.000	190
	672	6007		REFL PAV MRKR TY I-C DOLLARS and CENTS	EA	587.000	191

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	672	6009		REFL PAV MRKR TY II-A-A DOLLARS and CENTS	EA	805.000	192
	677	6001		ELIM EXT PAV MRK & MRKS (4") DOLLARS and CENTS	LF	67,573.000	193
	677	6003		ELIM EXT PAV MRK & MRKS (8") DOLLARS and CENTS	LF	1,677.000	194
	677	6007		ELIM EXT PAV MRK & MRKS (24") DOLLARS and CENTS	LF	146.000	195
	677	6008		ELIM EXT PAV MRK & MRKS (ARROW) DOLLARS and CENTS	EA	7.000	196
	677	6012		ELIM EXT PAV MRK & MRKS (WORD) DOLLARS and CENTS	EA	7.000	197
	678	6002		PAV SURF PREP FOR MRK (6") DOLLARS and CENTS	LF	4,740.000	198
	678	6004		PAV SURF PREP FOR MRK (8") DOLLARS and CENTS	LF	1,943.000	199
	678	6008		PAV SURF PREP FOR MRK (24") DOLLARS and CENTS	LF	50.000	200
	678	6009		PAV SURF PREP FOR MRK (ARROW) DOLLARS and CENTS	EA	4.000	201
	678	6016		PAV SURF PREP FOR MRK (WORD) DOLLARS and CENTS	EA	4.000	202
	678	6023		PAV SURF PREP FOR MRK (36")(YLD TRI) DOLLARS and CENTS	EA	10.000	203

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	680	6003	006	INSTALL HWY TRF SIG (SYSTEM) DOLLARS and CENTS	EA	3.000	204
	680	6004	006	REMOVING TRAFFIC SIGNALS DOLLARS and CENTS	EA	1.000	205
	681	6001		TEMP TRAF SIGNALS DOLLARS and CENTS	EA	2.000	206
	682	6001		VEH SIG SEC (12")LED(GRN) DOLLARS and CENTS	EA	18.000	207
	682	6002		VEH SIG SEC (12")LED(GRN ARW) DOLLARS and CENTS	EA	4.000	208
	682	6003		VEH SIG SEC (12")LED(YEL) DOLLARS and CENTS	EA	24.000	209
	682	6004		VEH SIG SEC (12")LED(YEL ARW) DOLLARS and CENTS	EA	5.000	210
	682	6005		VEH SIG SEC (12")LED(RED) DOLLARS and CENTS	EA	18.000	211
	682	6006		VEH SIG SEC (12")LED(RED ARW) DOLLARS and CENTS	EA	4.000	212
	682	6018		PED SIG SEC (LED)(COUNTDOWN) DOLLARS and CENTS	EA	16.000	213
	682	6021		BACK PLATE (12")(1 SEC) DOLLARS and CENTS	EA	2.000	214
	682	6049		BACKPLATE W/REFL BRDR(4 SEC) DOLLARS and CENTS	EA	1.000	215

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	682	6060		BACKPLATE W/REFL BRDR(3 SEC) DOLLARS and CENTS	EA	21.000	216
	684	6007		TRF SIG CBL (TY A)(12 AWG)(2 CONDR) DOLLARS and CENTS	LF	2,645.000	217
	684	6009		TRF SIG CBL (TY A)(12 AWG)(4 CONDR) DOLLARS and CENTS	LF	2,725.000	218
	684	6010		TRF SIG CBL (TY A)(12 AWG)(5 CONDR) DOLLARS and CENTS	LF	24.000	219
	684	6012		TRF SIG CBL (TY A)(12 AWG)(7 CONDR) DOLLARS and CENTS	LF	2,740.000	220
	685	6004		INSTL RDS D FLSH BCN ASSM (SOLAR PWRD) DOLLARS and CENTS	EA	2.000	221
	686	6029		INS TRF SIG PL AM (S)1 ARM(28') DOLLARS and CENTS	EA	1.000	222
	686	6031		INS TRF SIG PL AM(S)1 ARM(28')LUM DOLLARS and CENTS	EA	1.000	223
	686	6043		INS TRF SIG PL AM(S)1 ARM(40')LUM DOLLARS and CENTS	EA	1.000	224
	686	6051		INS TRF SIG PL AM(S)1 ARM(48')LUM DOLLARS and CENTS	EA	4.000	225
	687	6001		PED POLE ASSEMBLY DOLLARS and CENTS	EA	9.000	226
	688	6001		PED DETECT PUSH BUTTON (APS) DOLLARS and CENTS	EA	16.000	227

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	688	6003		PED DETECTOR CONTROLLER UNIT DOLLARS and CENTS	EA	3.000	228
	690	6127		REMOVE LUMINAIRE POLE DOLLARS and CENTS	EA	6.000	229
	1004	6001		TREE PROTECTION DOLLARS and CENTS	EA	20.000	230
	3076	6001		D-GR HMA TY-B PG64-22 DOLLARS and CENTS	TON	52,830.000	231
	3076	6066		TACK COAT DOLLARS and CENTS	GAL	16,008.000	232
	3080	6007		STONE-MTRX-ASPH SMA-D SAC-A PG76-22 DOLLARS and CENTS	TON	9,340.000	233
	3084	6001		BONDING COURSE DOLLARS and CENTS	GAL	11,685.000	234
	6001	6001		PORTABLE CHANGEABLE MESSAGE SIGN DOLLARS and CENTS	DAY	500.000	235
	6007	6036		FO CBL (12 SMF) DOLLARS and CENTS	LF	1,410.000	236
	6007	6050		FO CBL (36 SMF) DOLLARS and CENTS	LF	7,095.000	237
	6007	6089		FO SPLICE ENCLOSURE (TYPE 2) DOLLARS and CENTS	EA	5.000	238
	6007	6094		FIBER OPTIC FUSION SPLICE DOLLARS and CENTS	EA	5.000	239

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	6016	6013		ITS MULTI-DUCT CND (RMC) DOLLARS and CENTS	LF	335.000	240
	6058	6001		BBU SYSTEM (EXTERNAL BATT CABINET) DOLLARS and CENTS	EA	2.000	241
	6158	6001		TMSP RADAR SPEED CONTROL MONITOR DOLLARS and CENTS	EA	2.000	242
	6185	6002	002	TMA (STATIONARY) DOLLARS and CENTS	DAY	460.000	243
	6185	6005	002	TMA (MOBILE OPERATION) DOLLARS and CENTS	DAY	90.000	244
	6186	6004		ITS GND BOX(PCAST) TY 1 (243648)W/APRN DOLLARS and CENTS	EA	40.000	245
	6306	6001		VIVDS PROSR SYS DOLLARS and CENTS	EA	2.000	246
	6306	6002		VIVDS CAM ASSY FXD LNS DOLLARS and CENTS	EA	7.000	247
	6306	6005		VIVDS CNTRL SOFTWARE DOLLARS and CENTS	EA	2.000	248
	6306	6006		VIVDS TEMPORARY DOLLARS and CENTS	EA	2.000	249
	6306	6007		VIVDS CABLING DOLLARS and CENTS	LF	1,625.000	250

CERTIFICATION OF INTEREST IN OTHER BID PROPOSALS FOR THIS WORK

By signing this proposal, the bidding firm and the signer certify that the following information, as indicated by checking "Yes" or "No" below, is true, accurate, and complete.

- A. Quotation(s) have been issued in this firm's name to other firm(s) interested in this work for consideration for performing a portion of this work.

_____ YES

_____ NO

- B. If this proposal is the low bid, the bidder agrees to provide the following information prior to award of the contract.

1. Identify firms which bid as a prime contractor and from which the bidder received quotations for work on this project.
2. Identify all the firms which bid as a prime contractor to which the bidder gave quotations for work on this project.

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352 (See reverse for public burden disclosure.)

<p>1. Type of Federal Action:</p> <ul style="list-style-type: none"> a. contract b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance 	<p>2. Status of Federal Action:</p> <ul style="list-style-type: none"> a. bid/offer/application b. initial award c. post-award 	<p>3. Report Type:</p> <ul style="list-style-type: none"> a. initial filing b. grant <p style="margin-left: 20px;">For material change only:</p> <p style="margin-left: 40px;">year _____ quarter _____</p> <p style="margin-left: 40px;">date of last report _____</p>
<p>4. Name and Address of Reporting Entity:</p> <p><input type="checkbox"/> Prime <input type="checkbox"/> Subawardee</p> <p style="margin-left: 40px;">Tier _____, if known:</p> <p>Congressional District, if known: _____</p>		<p>5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:</p> <p>Congressional District, if known: _____</p>
<p>6. Federal Department/Agency:</p>	<p>7. Federal Program Name/Description:</p> <p>CFDA Number, if applicable: _____</p>	
<p>8. Federal Action Number, if known:</p>	<p>9. Award Amount, if known:</p> <p>\$ _____</p>	
<p>10. a. Name and Address of Lobbying Entity (if individual, last name, first name, MI):</p> <p style="text-align: center;">(attach Continuation Sheet(s) SF-LLL-A, if necessary)</p>		<p>b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI):</p>
<p>11. Amount of Payment (check all that apply):</p> <p>\$ _____ actual planned</p>	<p>13. Type of Payment (check all that apply):</p> <ul style="list-style-type: none"> a. retainer b. one-time fee c. commission d. contingent fee e. deferred f. other; specify: _____ 	
<p>12. Form of Payment (check all that apply)</p> <ul style="list-style-type: none"> a. cash b. in-kind; specify: nature _____ <li style="margin-left: 40px;">value _____ 		
<p>14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment Indicated in Item 11:</p> <p>(attach Continuation Sheet(s) SF-LLL-A, if necessary)</p>		
<p>15. Continuation Sheet(s) SF-LLL-A attached: <input type="checkbox"/> Yes <input type="checkbox"/> No</p>		
<p>16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.</p>	<p>Signature: _____</p> <p>Print Name: _____</p> <p>Title: _____</p> <p>Telephone No: _____ Date: _____</p>	
<p>FEDERAL USE ONLY</p>		<p>Authorized for Local Reproduction Standard Form - LLL</p>

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Use the SF-LLL-A Continuation Sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity or this covered Federal action.
4. Enter the full name, address, city, state and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee", then enter the full name, address, city, state and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitation for Bid (IFB) number; grant announcement number, the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, state and zip code of the lobbying entity engaged by the reporting entity identified in item 4 to influence the covered Federal action.
(b) Enter the full names of the individual(s) performing services, and include full address if different from 10(a). Enter Last Name, First Name, and Middle Initial (MI).
11. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (item 4) to the lobbying entity (item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
12. Check the appropriate box(es). Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
13. Check the appropriate box(es). Check all boxes that apply. If other, specify nature.
14. Provide a specific and detailed description of the services that the lobbyist has performed, or will be expected to perform, and the date(s) of any services rendered. Include all preparatory and related activity, not just time spent in actual contact with Federal officials. Identify the Federal official(s) or employee(s) contacted or the officer(s), employee(s), or Member(s) of Congress that were contacted.
15. Check whether or not a SF-LLL-A Continuation Sheet(s) is attached.
16. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

Public reporting burden for this collection of information is estimated to average 30 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503.

DISCLOSURE OF LOBBYING ACTIVITIES

Approved by OMB

0348-0046

CONTINUATION SHEET

Reporting Entity: _____ Page _____ of _____

CONTRACTOR'S ASSURANCE

(Subcontracts-Federal Aid Projects)

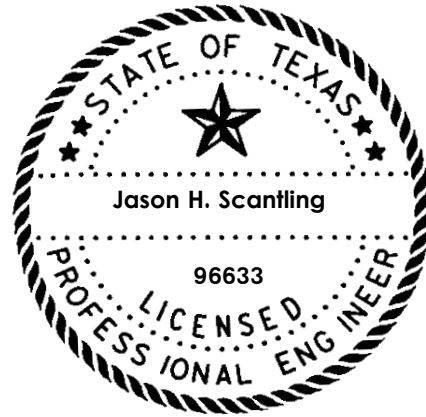
By signing this proposal, the contractor is giving assurances that all subcontract agreements will incorporate the Standard Specification and Special Provisions to Section 9.9., Payment Provisions for Subcontractors, all subcontract agreements exceeding \$2,000 will incorporate the applicable Wage Determination Decision, and all subcontract agreements will incorporate the following:

Special Provision	Certification of Nondiscrimination in Employment
Special Provision	Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)
Special Provision	Standard Federal Equal Employment Opportunity
Construction	Construction Specifications (Executive Order 11246)
Form FHWA 1273	Required Contract Provisions Federal-aid Construction Contracts (Form FHWA 1273 must also be physically attached to subcontracts and all lower-tier subcontracts)
Special Provision	Nondiscrimination (Include provisions of Sections 3.1 – 3.6 in all subcontracts and agreements for materials)
Special Provision	Cargo Preference Act Requirements in Federal-Aid Contracts
Special Provision	Disadvantaged Business Enterprise in Federal-Aid Contracts

ENGINEER SEAL

Control 0251-06-036
Project F 2023(638)
Highway US 281
County LAMPASAS

The enclosed Texas Department of Transportation Specifications, Special Specifications, Special Provisions, General Notes and Specification Data in this document have been selected by me, or under my responsible supervision as being applicable to this project. Alteration of a sealed document without proper notification to the responsible engineer is an offense under the Texas Engineering Practice Act.



The seal appearing on this document was authorized by
Jason H. Scantling, P.E.
MARCH 02, 2023

County: LAMPASAS

Highway: US 281

Control: 0251-06-036

GENERAL NOTES

TEST TO BE IN ACCORDANCE WITH
TEXAS DEPARTMENT OF TRANSPORTATION
STANDARD TEST METHODS.

Item	Description	Soil Constants		
		Max LL.	Max. PI	Min. PI
* 132	Embankment (Final)(Dens Cont)(Ty C)	40	25	3

* Applies to borrow only.

Job control samples for gradation and P.I. testing will be taken from the windrow after blade mixing.

Asphalt Surface Areas-SY

Item	Description	Course	Roadway	Detour
251	Base Material	Subgrade	17,392	0
275	Cement	Subgrade	17,392	0
310	Asph (MC-30)	Prime	17,277	0
3080	STONE-MTRX-ASPH SMA-D SAC-A PG76-22	4 th Lift	77,850	0
3076	D-GR HMA TY-B PG64-22	3 rd Lift	78,002	0
3076	TACK COAT	Tack	77,062	0
3076	D-GR HMA TY-B PG64-22	2 nd Lift	82,690	0
3076	TACK COAT	Tack	83,023	0
3076	D-GR HMA TY-B PG64-22	1 st Lift	83,402	0
3084	BONDING COURSE	Bonding	77,898	0

Basis of Estimate

Item	Description	Course	Rate	SY	Quantity
275	Cement	Subgrade	110 LB/CF @ 2.5%	77,392	108 TONS
310	Asph (MC-30)	Prime	0.10 Gal/SY	17,277	1,728 Gal
3080	STONE-MTRX-ASPH SMA-D SAC-A PG76-22	4 th Lift	120 LB/SY/IN	77,850	9,342 TONS SMA-D
3076	D-GR HMA TY-B PG64-22	3 rd Lift	113 lbs/sy/in	78,002	17,629 TONS
3076	TACK COAT	Tack	0.10 Gal/Sy	77,062	7,706 Gal
3076	D-GR HMA TY-B PG64-22	2 nd Lift	113 lbs/sy/in	82,690	16,352 TONS
3076	TACK COAT	Tack	0.10 Gal/Sy	83,023	8,302 Gal
3076	D-GR HMA TY-B PG64-22	1 st Lift	113 lbs/sy/in	83,402	18,849 TONS
3084	BONDING COURSE	Bonding	0.15 Gal/Sy	77,898	11,685 Gal

The Contractor will not be allowed to store equipment, materials, incidentals, hazardous chemicals, petroleum products, concrete washouts, etc. in the Department's R.O.W. without written permission from the Engineer.

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Trees that are to be trimmed and brush that is to be trimmed or removed that are not over the roadway or bridge(s), will be trimmed or removed in accordance with the Roadside Vegetation Management Manual to a height of fourteen feet. Remove limbs at the trunk with less than twenty-one feet of clearance above the pavement or bridge(s).

See the “Environmental” section of the plans for additional information.

TEXAS ONE CALL

Fiber optic cable systems, gas lines, underground power lines, water lines, sewer lines, and other various utilities may be buried within the project limits. Protection of these utility systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. The Contractor shall telephone Texas One Call at 1-800-344-8377 (a 24-hour number), to determine if utilities are buried anywhere on the project in accordance with all UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY laws. This action; however, will in no way be interpreted as relief of responsibilities under the terms of the Contract as set out in the plans and specifications. Coordinate the repair of all damages caused by daily operations and have facilities restored to service in a timely manner as directed at no additional cost to TxDOT.

GENERAL

Unless specifically noted as applying to only a certain project or projects, these general notes will apply to all projects associated to this contract.

Contractor questions on this project are to be addressed to the following individual(s):

<u>Name</u>	<u>Email Address</u>
Bart Fris P.E.	bart.fris@txdot.gov

Contractor questions will be accepted through email, phone, and in person by the above individual(s).

Questions may be submitted via the Letting Pre-Bid Q&A web page. This webpage can be accessed from the Notice to Contractors dashboard located at the following Address:
<https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors>

All contractor questions will be reviewed by the Engineer. All questions and any corresponding responses that are generated will be posted through the same Letting Pre-Bid Q&A web page.

The Letting Pre-Bid Q&A web page for each project can be accessed by using the dashboard to navigate to the project you are interested in by scrolling or filtering the dashboard using the controls on the left. Hover over the blue hyperlink for the project you want to view the Q&A for and click on the link in the window that pops up.

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The term "Article" or "Section" referred to hereon is defined in the forward of the Standard Specifications for Construction and Maintenance of Highways, Streets, And Bridges adopted by the Texas Department of Transportation November 2014.

A "Regulatory Construction Speed Zone" has been requested for this project.

Saw-Cutting with approved equipment as directed by the Engineer will be required at project limits, longitudinally, and/or at notch downs to establish clean and straight joints. This work will not be paid for directly but will be considered subsidiary to various bids.

Saw-Cutting with approved equipment as directed by the Engineer will be required at project limits to establish clean and straight joints. This work will not be paid for directly but will be considered subsidiary to various bids.

The following standard sheets have a modified version: **ECD (MOD)**

The total disturbed area is shown on the SW3P sheet(s).

All electrical submittals will be forwarded to District Director of Operations (325-643-0417). No electrical work will be performed prior to approval of electrical materials.

The Contractor will establish drainage in ditches before seeding or as directed by the Engineer.

Watering for dust control will be required as Directed by the Engineer and will be considered subsidiary to the various bid items.

SURVEY CONTROL - PROJECT CONTROL DATUM

Horizontal – NAD83(2011) Epoch 2010.00

Vertical – NAVD88(Geoid12A)

Coordinate System – Texas State Plane

Zone – Texas Central (4203)

Units – U.S. Survey Foot

Project Combined Scale Factor 1.00012 (Lampasas County)

Project Control positions derived by RTK observations utilizing TxDOT VRS completed on, or about, 12/2013 Surface/Grid values are shown hereon. Bearing Basis/Directional Control related to Grid North.

The Contractor Force Account "Mowing" that has been established for this project is intended for full width mowing of the entire right of way, as directed by the Engineer. When required, mowing will be restricted to 2 times a year and within the project sign limits. Unless otherwise directed, summer mowing will be required during the 1st week of June and winter mowing will be required during the 3rd week of October. Mowing for this project has been estimated for 2 years (4 mowing's).

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ITEM 5 CONTROL OF WORK

The responsibility for the construction surveying on this contract will be in accordance with Section 5.9.1. "Method A".

Contractor shall protect all TXDOT survey control monuments. If monuments are damaged or removed during construction, they will be replaced at contractor's expense.

The contractor will be required to place and maintain Blue Tops with wooden hubs for rework base and new flexible base.

Prior to contract letting, bidders may obtain a free computer diskette or a computerized transfer of files (from the Engineer's office) that contains the earthwork information. If copies of the actual cross-sections in addition to, or instead of, the diskette are requested, they will be available at the Engineers office for borrowing by copying companies for the purpose of making copies for the bidder at the bidder's expense.

When a precast or cast-in-place concrete element is included in the plans, a precast concrete alternate may be submitted in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design>. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

ITEM 6 CONTROL OF MATERIALS

To comply with the latest provisions of Build America, Buy America Act (BABA Act) of the Bipartisan Infrastructure Law, the contractor must submit a notarized original of the TxDOT Construction Material Buy America Certification Form for all items classified as construction materials. This form is not required for materials classified as a manufactured product.

Refer to the Buy America Material Classification Sheet for clarification on material categorization.

The Buy America Material Classification Sheet is located at the below link.

<https://www.txdot.gov/business/resources/materials/buy-america-material-classification-sheet.html>
for clarification on material categorization.

In accordance with **Section 6.10.2**, the Contractor will dispose of all painted steel at a steel recycling or smelting facility and a receipt will be required. In lieu of this, the Contractor has the option to either show proof that the paint is lead free or show proof that the lead paint has been abated by an abatement certified company. The Department will not be obligated for the cost of paint testing and/or abatement materials, processes, personnel, incidentals, etc.

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ITEM 7 LEGAL RELATIONS AND RESPONSIBILITIES

Roadway closures during the following key dates and/or special events are prohibited:

1. "Spring Ho" (Including Golf Tournament and 5K/10K runs) will be in the month of July for both 2024 and 2025. Exact dates are to be determined. Coordinate with City of Lampasas Chamber of Commerce for exact dates.
2. "Total Eclipse" will be occurring on April 8th, 2024. A Significant traffic increase is anticipated during April 6th – April 9th as the City of Lampasas is expecting 100,000 visitors.
3. Golf Tournament will be occurring at Hancock Park on Memorial Day weekend for both 2024 and 2025 (May 25th-27th 2024 and May 24th – 26th 2025).

ITEM 8 PROSECUTION AND PROGRESS

Working days will be computed and charged in accordance with Section 8.3.1.4. "Standard Workweek".

Work will not be performed without time being charged unless otherwise exempted by the Section as defined above.

Working day charges will be in accordance with **SP 008---003** (90 calendar days after the date of the written authorization to begin work. Do not begin any work before the end of this period unless authorized in writing by the Engineer.) This delay is for contractor mobilization.

Construction will be completed in order, sequentially; as described in the traffic control plan phasing. Each step/phase will be completed before starting on the next step/phase unless otherwise approved by the Engineer.

INCENTIVES

The Daily Road-User Cost for this project is \$4,853 per day. Liquidated damages will be increased by the Daily Road-User Cost in accordance with **SP 000-1243 and SP 008-006**. For additional information and definitions see **SP 000-1243 and SP 008-006** in the project proposal.

Incentives described below will apply for substantial completion of work or contract completion for the following phases (milestones).

Incentive 1 –Business 281 (Milestone 1) - Incentive 1 begins when road closure occurs for Phase 1 - US 281 BUS Intersection. Incentive 1 will end when the Engineer approves substantial completion of all ACP Type B, Curb & Gutter, storm sewer, sidewalk (including stamped concrete) and MBGF between stations 80+20 and 83+76 (7.25 lf) of US 281 and stations 10+07.25 to 17+30 of US 281 BUS and the intersection is open to traffic. Time for the incentives will be based on 33 Working Days as defined in 8.3.1.4. The maximum number of days used in computing the incentive credit for this Incentive will be 10 days. The maximum incentive available is \$48,530 for this Incentive no disincentive will be assessed.

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Incentive 2 –High School Intersection & Naruna Road (Milestone 2) - Incentive 2 begins when either road closure occurs for Phase 1A (Lampasas High School Intersection) or Phase 1B (Naruna Rd.) but will begin no later than June 17, 2024. Incentive 2 will end when the Engineer approves substantial completion of all ACP Type B and Curb & Gutter in Phase 1A and Phase 1B and both intersections are open to traffic. Time for this incentive will be based on 22 Working Days as defined in 8.3.1.4. The maximum number of days used in computing the incentive credit for this Incentive will be 10 days. The maximum incentive available is \$48,530 for this Incentive no disincentive will be assessed.

Incentive 3 – Phase 1 (Southbound Lanes) Incentive begins when traffic shift and temporary pavement markings are complete for Phase 1. Incentive 3 will end when all elements of Phase one are substantially complete as directed by the Area Engineer and traffic has shifted to Phase 2 with temporary pavement markings in place. Time for this incentive will be based on 202 Working Days as defined in 8.3.1.4. The maximum number of days used in computing the incentive credit for this Incentive will be 40 days. The maximum incentive available is \$194,120 for this incentive, no disincentive will be assessed.

Incentive 4 – Phase 2A (Center Paved Median) Incentive 4 begins when traffic shift and temporary pavement markings are complete for Phase 2A. Incentive 4 will end when all elements of Phase 2A are substantially complete as directed by the Area Engineer with temporary pavement markings in place and traffic is open for the two-way left turn lane. Time for this incentive will be based on 28 Working Days as defined in 8.3.1.4. The maximum number of days used in computing the incentive credit for this Incentive will be 10 days. The maximum incentive available is \$48,530 for this incentive, no disincentive will be assessed.

Incentive 5 – Phase 2B (Northbound Lanes) Incentive 5 begins when traffic shift and temporary pavement markings are complete for Phase 2A. Incentive 5 will end when all elements of Phase 2B are substantially complete as directed by the Area Engineer with permanent pavement markings in place and traffic is open for five lanes. Time for this incentive will be based on 121 Working Days as defined in 8.3.1.4. The maximum number of days used in computing the incentive credit for this Incentive will be 30 days. The maximum incentive available is \$145,590 for this incentive, no disincentive will be assessed.

PROJECT SCHEDULES

Critical Path Method (CPM) scheduling will be required to be submitted and maintained monthly by the Contractor unless otherwise directed by the Engineer. (8.5.2.)

For monthly submittals, the Contractor will provide the schedule in an Adobe Acrobat compatible format (PDF file). If the Engineer requests the schedule in an electronic format, the Contractor will submit a schedule that is fully compatible with Primavera P6 Professional Release 15.

Contractor shall submit “3-week look ahead” schedules throughout the project. Updates shall be submitted every Friday.

ITEM 9 MEASUREMENT AND PAYMENT

Monthly estimates will be computed from the 29th of the previous month through the 28th of the current month unless otherwise approved in writing by the Engineer.

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The progress payment period will end two working days before the last working day of the month. Deliver invoices to be paid as material on hand on or before the end of the progress payment period.

ITEM 100 PREPARING RIGHT OF WAY

Remove all trees, brush, and shrubs within the R.O.W., unless otherwise directed by the Engineer. Perform Preparing Right of Way in such a manner that does not disturb the native grasses unnecessarily.

All trees greater than 24" removed paid by each. See tree removal and protection plan.

Within the construction limits, blade and windrow the top 8 inches of vegetative material to just outside the construction limits. Once ditch slopes and drainage have been established and approved, blade the windrow evenly over the disturbed area within the construction limits. This work is to be done as the job progresses and in conjunction with seeding. Work on the project may be suspended, if in the opinion of the Engineer, the Contractor does not make a good faith effort to stabilize loose material as the project progresses. Time will not be suspended. This work is subsidiary to Item 100.

The removal of existing and temporary fence will not be paid for directly but will be considered subsidiary to Item 100 "Preparing Right Of Way".

ITEM 104 REMOVING CONCRETE

The Contractor will make a 1" cut to use as a guide before full depth cutting. Saw-Cut the full depth through the concrete before existing pavement removal. The Contractor will be required to make neat and clean cuts. Guides or additional equipment may be required by the Engineer to make neat and clean cuts. Repair damage caused by the Contractor's operation without additional compensation.

ITEM 105 REMOVING STABILIZED BASE AND/OR ASPHALTIC PAVEMENT

Salvage and Stockpile all existing flexible base removed at the following locations:
FM 580 at FM 1715
US 183 near CR 1045
US 281 near Lampasas Municipal Airport

Stockpiles may be no taller than 16 feet high.

Existing Flex base may be used to correct subgrade soft spots as directed by the Engineer.

Existing ACP shall become property of the Contractor.

ITEM 110 EXCAVATION

Contractor to stockpile excavation and use as needed for salvaged embankment.

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ITEM 132 EMBANKMENT

Refer to Item 210 "Rolling" for additional roller requirements.

Shape the embankment, near the drainage structures, to the slope of the safety end treatment.

Embankment for the drainage structures is included in the quantities shown on the plan & profile sheets.

"Final" embankment that is not accounted for in the cross section(s) or typical section(s) but that has been estimated or shown for informational purposes, e.g., additional areas under guard fence, around S.E.T.s, etc.; will be measured in its final position as defined in Section 132.4.1. Shrinkage or swell factors will not be considered in determining the calculated quantities.

Embankment as shown in the plans or placed as directed will be placed before the installation of MBGF.

ITEM 164 SEEDING FOR EROSION CONTROL

The Contractor should anticipate multiple mobilizations for seeding at each project location.

Additional wildflower seed will be required to be added to the seeding mixture. The wildflower seed will be provided by TxDOT and is estimated at 5 lbs/acre in addition to the required seeding as specified in Item 164. The Contractor will notify the Maintenance Supervisor a minimum of 4 weeks in advance of permeant/final seeding to ensure time for the proper seed to be acquired. The Contractor can acquire this additional seed at the Mills County Maintenance office located at 130 US Hwy 84, Goldthwaite, Tx. Contact the Mills County Maintenance Supervisor (Carlos Reyes) at (325) 648-3028 for further information. The equipment, labor, tools, and incidentals to mix and apply this seed will be considered subsidiary to Item 164.

ITEM 166 FERTILIZER

Fertilize all areas of project to be seeded.

Furnish and apply fertilizer with analysis of 20-10-10 at a rate of 300 bulk pounds per acre.

ITEM 168 VEGETATIVE WATERING

Water all areas of project to be seeded or sodded.

Vegetative watering is estimated at 1 inch per week for 4 weeks.

Vegetative watering may be adjusted as directed by the Engineer to ensure saturation for vegetative establishment.

ITEM 169 SOIL RETENTION BLANKETS

Soil retention blankets of the class and type specified in the E&Q Summary have been estimated at 444 SY for this project. Soil retention blankets will only be used as directed by the Engineer.

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ITEM 210 ROLLING

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Required Roller Type and Size for Compacted Layers

Thickness of compacted lift	Minimum Static weight of roller (tons)	Drum Type
< 6 inches	12	Smooth
6 to 7 inches	15	Smooth or Padfoot
8 to 9 inches	18	Padfoot
10 inches or greater	20	Padfoot

ITEM 247 FLEXIBLE BASE

Refer to Item 210 for additional roller requirements.

Ride quality will be measured before the application of prime coat unless otherwise approved in writing by the Engineer.

A grader (a road grader, a blade, a maintainer, or a motor grader) will be used to process base unless otherwise approved by the Engineer.

Do not add field sand to modify the finish material to meet requirements.

Place new flexible base in lifts of approximately equal depth not to exceed 6 inches unless otherwise directed.

Density requirements for this item may be waived for the construction of detours as directed by the Engineer.

ITEM 251 REWORKING BASE COURSES

Triaxle strength requirements will be waved.

Proctor will be required.

Grade flexible base to typical section and profile to match existing grade. Contractor will establish grade to produce a smooth ride as directed.

Reworking Base Material Ty A will consist of a light scarifying to create a non-slip plane as directed by the Engineer.

In accordance with Section 251.4.2.2, windrowing of the salvaged material will be allowed.

In accordance with Section 251.4.2.3, prof rolling will be required and soft spots will corrected as approved or directed by the Engineer.

ITEM 275 CEMENT TREATMENT (ROAD-MIXED)

Microcracking will be required for this project.

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7-day unconfined compressive strength minimum requirements are 200 psi for cement treatment of new or reworked flexible base.

ITEM 310 PRIME COAT

Cure prime placed with a cutback asphalt binder for 21 days before placing subsequent surface courses unless otherwise directed by the Engineer.

Finished base must be dampened before the application of a cutback asphalt binder is placed. The cutback asphalt binder will not be placed if standing water is visible on the finished base. This work will not be paid for directly but will be considered subsidiary to Item 310.

ITEM 401 FLOWABLE BACKFILL

All flowable backfill will be "Non-Excavatable" unless otherwise specified.

ITEM 416 DRILLED SHAFT FOUNDATIONS

Casing is anticipated for the installation of the drilled shafts. Refer to **Section 416.3.3** for requirements.

ITEM 420 CONCRETE SUBSTRUCTURES

Concrete shall not be placed if temperatures are forecasted to fall below 32 degrees Fahrenheit according to NOAA within 72 hours.

Culverts will be constructed in conjunction with roadway construction phasing, unless otherwise directed by the Engineer.

All Class C Concrete has been measured for plan quantity payment.

Unless otherwise shown on the plans, all culvert extensions and safety end treatments will conform to the slope of the existing structures.

ITEM 421 HYDRAULIC CEMENT CONCRETE

Concrete shall not be placed if temperatures are forecasted to fall below 32 degrees Fahrenheit according to NOAA within 72 hours.

Furnish dome lids with 4" x 8" cylinder test molds.

Strength testing equipment is not required for Contract controlling test.

ITEM 432 RIPRAP

Locations and quantities may be varied as directed by the Engineer to accommodate field conditions.

Mow Strip(s) will be installed before the final lift of ACP is installed.

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Riprap (Conc) (CI B) is required inside all Type I safety end treatments, unless otherwise directed by the Engineer.

Limit excavation to within 1' of riprap. If excavation exceeds these limits without the Engineer's approval, riprap will be extended to the limits of the disturbance. No additional compensation will be allowed for this work.

ITEM 459 GABIONS AND GABION MATTRESSES

Type 2 filter fabric in accordance with DMS6200, "Filter Fabric" is required for this project.

Locations and quantities may be varied as directed by the Engineer to accommodate field conditions.

Limit excavation to within 1' of the gabion(s) or gabion mattress(s). If excavation exceeds these limits without the Engineer's approval, the gabion(s) or gabion mattress(s) will be extended to the limits of the disturbance. No compensation for the additional work will be allowed.

ITEM 465 MANHOLES AND INLETS

Precast inlets are allowable, but the tops and gutter depressions will be cast-in-place only. Nose of curb inlets will have a two inch (2") radius round galvanized steel form to be left in place. Steel will conform to requirements of ASTM A36 or A500 Class B.

Where inlets are part of an ADA compliant pedestrian path, the inlet top will be cast as wide as the approaching and departing sidewalk(s). It will be slip doweled with #4 bars extending as detailed in the plans and will have an expansion joint between the inlet top and the sidewalk unless shown or directed by the Engineer.

At grade inlets will be required to have multiple 3½ inch wide x 1½ inch deep "block outs" angled at 30° to 45°, to the roadway, on 12 inch centers, or as directed, to facilitate drainage before the final lift of hotmix is installed. Once the final lift of hotmix is installed, the "block outs" will be patched by an approved method. This work will not be paid for directly and will be considered subsidiary to Item 465 "Manholes and Inlets".

Inlets in sag conditions will be required to have multiple 3½ inch wide x 1½ inch deep "block outs" angled at 90°, to the roadway, on 12 inch centers, or as directed, to facilitate drainage before the final lift of hotmix is installed. Once the final lift of hotmix is installed, the "block out" will be patched by an approved method. This work will not be paid for directly and will be considered subsidiary to Item 465 "Manholes and Inlets".

ITEM 502 BARRICADES, SIGNS, AND TRAFFIC HANDLING

The Contractor will be required to keep all TCP devices clean. If notified by the Engineer to clean the TCP devices, the Contractor will have until the end of that daylight period to comply. Failure to comply will result in a suspension of all work until the TCP devices are clean. Time will not be suspended.

The Contractor Force Account "Safety Contingency" that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent traffic

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management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

The Engineer will determine the locations of speed zone signs. The Contractor will furnish, install and remove speed zone signs at locations as directed by the Engineer.

Excavations in Intersections adjacent to travel lanes will not be exposed or open overnight. Backfilling will take place the day excavations are made.

All equipment operated by the Contractor on or within thirty feet (30') of the roadway will have a functioning flashing beacon mounted on it. Motor graders will have two standard orange warning flags mounted on them in addition to the flashing beacon.

The Contractor will be responsible for maintaining the edge of the roadway throughout the project in a traversable condition and/or as directed by the Engineer. Salvaged milling may be used as directed by the Engineer. Any salvaged millings not used on the project shall become property of the Department. This work will not be paid for directly and will be considered subsidiary to Item 502 "Barricades, Signs, and Traffic Handling".

All devices shown on the TCP Standards are required and considered subsidiary to Item 502 unless specifically outlined elsewhere in the plans.

All signs will be constructed in accordance with the details shown in the current Standard Highway Sign Designs for Texas manual.

ITEM 504 FIELD OFFICE AND LABORATORY

Furnish and provide a Type E structure that meets all of the following requirements:

1. Provide at least 325 square feet of gross floor area in rooms 8 feet high. Partition the floor area into at least 2 interconnected rooms with doors, 2 exterior doors, and at least 2 windows in each room. One exterior door opening must be 48-inch minimum width. If steps are required to gain access to the 48-inch door, provide handrails and a strong and sturdy loading dock with minimum dimensions of 60 inches wide by 60 inches deep.
2. The strong floor and landing of the facility shall support the weight of all equipment and personnel, providing a stable, essentially zero deflection, during testing operations, acceptable to the Engineer.
3. Conforms to Laboratory requirements in Item 504.2.1.2.2 and conforms to Asphalt Content by Ignition Method in Item 504.2.2.4.1
4. Provide water, electricity, chairs, trash disposal, and janitorial services.
5. Furnish and install adequate equipment, outlets, lighting, air-conditioning, heating, and ventilation. Provide a partitioned restroom furnished with restroom supplies, a lavatory, and a flush toilet connected to a sewer or septic tank.

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This structure type will be located at each HMAC plant for the sole use of the Engineer and will be separate from the Contractors' testing lab. In addition, provide the following:

The Contractor will furnish the Superpave or Texas Gyrotory Compactor to the Engineer under the asphalt concrete pavement Item(s) of work.

The remaining lab testing equipment and calibrations will be provided by TxDOT.

No direct payment will be made for Engineer field labs. All construction, maintenance, utilities, custodial services, security, and permits necessary to establish and maintain readiness of this facility will be the responsibility of the Contractor.

ITEM 506 TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS

The Contractor should anticipate multiple mobilizations for the installation of BMP's on this project.

BMP's will not be installed until authorized by the Engineer.

The Engineer will determine actual time and placement locations of BMP's and temporary measures once construction has begun.

Stockpile sites may be cleared of cover vegetation, but the vegetation root system will not be destroyed.

ITEM 508 CONSTRUCTING DETOURS

Flexible Base used for detour construction will be 10" Ty-B GR-1-2.

Density Control testing is waived for the detour construction.

ITEM 512 PORTABLE TRAFFIC BARRIER

Portable Concrete Traffic Barrier will be supplied by the Contractor.

Portable Concrete Traffic Barrier will be used at specified locations for protection of workmen and the traveling public. When barrier sections are stockpiled on the project they will be placed in a location that will not endanger the traveling public.

ITEM 528 COLOR TEXTURED CONCRETE AND LANDSCAPE PAVERS

COLORED TEXTURE CONCRETE

The color shall be a Bomanite Coquina (C-1), or approved equivalent, and the texture shall be a Bomanite Bomacron Canyon Stone Pattern, or approved equivalent.

After the imprint has been applied, the concrete shall receive a Bomaseal 1-18, or approved equivalent, to seal concrete from water penetration.

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Expansion joint material shall be one half inch (1/2") Fiber Board, placed one half inch (1/2") below the concrete surface to allow for placement of an expansion joint sealant. The sealant is to be a color that is compatible with the color of the Color Texturized Concrete.

The sealant shall meet the following specifications:

Sonolastic

SL-1 (or approved equal)

One Compound Non-Priming Urethane

Self-leveling sealant conforming to Federal Specification TT-5-00230 C

Ty I Class A: ASTM C-920

Ty S Grade P Class 25 use TM

3'x3' sample shall be formed and poured so that the Engineer can approve color and pattern before placement.

Contractors, who have not had three years experience with this method, should have a company representative present at installation to insure proper installation and procedures.

ITEM 529 CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER

Reinforcing steel will be required in all curb and gutter. Fibers will be allowed.

Construct tooled joints every 8' corresponding to the joints in the sidewalk where applicable or as directed by the Engineer.

Construct expansion joints to correspond to the sidewalk or as directed by the Engineer.

ITEM 530 INTERSECTIONS, DRIVEWAYS, AND TURNOUTS

Only two adjacent intersections may be closed at a time unless otherwise approved by the Engineer.

The Contractor will always maintain access to driveways unless otherwise coordinated with the property owner(s) and approved by the Engineer.

All intersections, driveways, and turnouts will be primed and receive a two course surface treatment matching the rates as shown on the basis of estimate for "ROADWAY" unless otherwise shown on the plans or directed by the Engineer.

ITEM 531 SIDEWALKS

Expansion joints will be asphalt board, minimum one-half inch (1/2") thickness.

Fiber board will be required around existing features such as signs, fireplugs, utility poles, etc. as directed by the Engineer. When existing features are in the proposed sidewalk area, provide a four foot (4') minimum pathway.

Any excavation/embankment necessary for establishing new ramps to proper grade will be considered subsidiary to the various bid items.

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The Contractor may be required to use orange pedestrian safety barriers to protect excavated areas as directed by the Engineer.

Unless otherwise shown in the plans, reinforcement will be #4 bars on eighteen inch (18") centers or equivalent.

Fiber mesh will not be used on this project.

Sidewalks will be saw cut one third the depth of concrete or marked every 4 feet in length, by the use of an approved jointing tool or as Directed by the Engineer.

Sidewalks that are adjacent to other concrete areas will be poured separately to ensure compliant cross slope on the walking path.

ITEM 540 METAL BEAM GUARD FENCE

The area shown on the Roadway Details – MBGF sheets having a one course surface treatment will match the rates as shown on the basis of estimate for "ROADWAY" unless otherwise directed by the Engineer.

ITEM 545 CRASH CUSHION ATTENUATORS

Crash Cushion Attenuators will be supplied by the Contractor.

ITEM 552 WIRE FENCE

Wire fence quantities shown on the plans are approximate and may be adjusted in the field as approved by the Engineer.

Notify the Engineer three weeks prior to beginning any fence work.

ITEM 560 MAILBOX ASSEMBLIES

Mailboxes will be kept in a position accessible to the carrier's vehicle along the travel way except when performance of grading operations necessitates the moving of mailboxes. When grading operations necessitate the moving of mailboxes, the contractor will place them at a nearby location which will be accessible to the carrier's vehicle. Mailboxes will be returned to a position accessible to the carrier's vehicle along the travel way when grading operations are not in progress. This work will not be paid for directly but will be subsidiary to Item 560.

A Type 2 Object Marker in accordance with Traffic Engineering standard Delineators & Object Markers or tube type post wrapped with 12" Conformable Reflective Sheeting in accordance with DMS 8300 will be required on both the approach and departure side of each mailbox assembly and will not be paid for directly but will be considered subsidiary to Item 560 Mailbox Assemblies.

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Mailboxes that create a protrusion of more than 4" into the pedestrian circulation path will have an additional curb or foundation at the bottom to provide a maximum 4" overhang. This work will not be paid for directly but will be considered subsidiary to Item 560 Mailbox Assemblies.

ITEM 585 RIDE QUALITY FOR PAVEMENT SURFACES

Surface Test Type B will be required on this project.

Schedule 2 will be used when calculating Pay Adjustment for Ride quality.

Diamond grinding will not be allowed unless otherwise approved by the Engineer.

ITEM 600 ELECTRIC GENERAL

Electrical materials, wiring, and fittings not covered by the plans and specifications for this project will conform to the requirements of the current edition of the National Electrical Code as published by the National Fire Protection Association.

Contractor will maintain signals through construction with the exception of camera detection. Contractor will notify the District Director of Operations at 325-643-0417, 48 hours prior to beginning any electrical related work items and 48 hours prior to traffic switch so the district signal personnel can adjust the camera detection.

Electrical Contractor, Signal Shop personnel and Project Inspector will conduct a 'Tool Box' meeting to discuss upcoming electrical work.

All materials will be from the pre-qualified material producer list, "Roadway Illumination and Electrical Supplies" located on the TxDOT website. Electrical submittals will be required for all materials not on the pre-qualified list.

All electrical submittals will be forwarded to District Director of Operations (325-643-0417). No electrical work will be performed prior to approval of electrical materials.

ITEM 610 ROADWAY ILLUMINATION ASSEMBLIES

All luminaire poles will be steel.

For both transformer and shoe-base type illumination poles, provide double-pole breakaway fuse holder as shown on the Texas Department of Transportation (TxDOT)-Construction Division's (CST) material producers list. Category is "Roadway Illumination and Electrical Supplies". Fuse holder is shown on list under Items 610 & 620. Provide 10 amp time delay fuses.

For instructions on submitting shop drawings electronically go to TxDOT home page, Divisions (bottom left), Bridge, Shop Drawings, Electronic Submission of Shop Drawings, Guide to Electronic Shop Drawing Submittal.pdf or click on the following link:

http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/bus/bridge/e_submit_guide.pdf

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For project specific shop drawings, furnish drawings of the complete assembly in accordance with Item 441, "Steel Structures". Submit shop drawings electronically.

Pre-approved shop drawing manufacturers and assembly model numbers can be found on the Texas Department of Transportation(TxDOT) – Construction Division's(CST) material producer list. Category is "Roadway Illumination and Electrical Supplies."

Use 480 volt electronic LED drivers for luminaires on this project.

Provide 12 circuit Buchanan Type 112SN, Kulka Type 985-GP-10 CU, or equal terminal strip in the luminaire pole access compartment. The conductors for the line and load side of the terminal strip will be identified with a plastic label with two straps per tag. The load side will have each signal head and ped head identified on the tag.

Fabricate steel roadway illumination poles in accordance with TxDOT standards RIP (Roadway Illumination Poles -2011). Poles fabricated according to RIP require no shop drawings. Alternate designs to RIP or the use of aluminum to fabricate poles will require the submission of shop drawings electronically.

Limitations on Use of the RIP Standard

The Roadway Illumination Pole (RIP) standard details were developed for installations in locations where the 3-second gust basic maximum wind speed is 110 mph, and where the elevation of the base of the pole is less than (i.e. not more than) 25' above the elevation of surrounding terrain, in accordance with the "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals," 4th Edition (2001) (AASHTO Design Specifications). For poles to be installed in regions where the maximum basic wind speed exceeds 110 mph or to be mounted more than 25' above the surrounding terrain, the contractor will provide poles meeting the following requirements:

- Submittals. Following the electronic shop drawing submittal process (see http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/bus/bridge/e_submit_guide.pdf) the contractor will submit to the Engineer, for approval, fabrication drawings and calculations for the poles. The drawings and calculations will be sealed by a Texas registered or licensed professional engineer (P.E.).
- Luminaire Structural Support Requirements. Lighting poles, arms, and anchor bolt assemblies will have a 25 year design life to safely resist dead loads, ice loads and the required basic wind speeds at the location of installation in accordance with the current edition of the AASHTO Design Specifications. For transformer base poles, the fabricator will include transformer base and connecting hardware in calculations and shop drawing submittals. All transformer bases will have been structurally tested to resist the theoretical plastic moment capacity of the pole. Certification of the plastic moment load test and FHWA breakaway requirement test of the model of base being furnished will be submitted with the shop drawings. Shop drawings will show breakaway base model number, and manufacturer's name and logo. Manufacturer's shop drawings will include the ASTM designations for all materials to be used.

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ITEM 618 CONDUIT

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All conduit will be SCH 80 PVC.

Where PVC, duct cable, and HDPE conduit 1" and larger is allowed and installed as per TxDOT standards, provide a PVC elbow at all ground boxes and foundations.

See plans & specifications regarding type of conduit. High density polyethylene (HDPE) may be substituted where PVC is called out. High density polyethylene (HDPE) may be threaded and used with threaded PVC connectors or couplings. All couplings & connections will be tight & waterproof. Each end of every PVC pipe connection and/or coupling will be cleaned with PVC cleaner and glued thoroughly with PVC sealer. Proposed and existing conduit will be brought into a pull box and elbowed unless otherwise shown. Where a rigid metal conduit run terminates, a bushing will be provided to protect the wire from abrasion.

The conduit will be placed at a minimum depth of two 2 ft. unless otherwise shown on the plans or directed by the Engineer. If utility lines or other obstacles are at the 2 ft. minimum depth then the conduit will be routed under the utility or obstacle unless otherwise approved by the Engineer.

The conduit will be placed on a 2 in. Sand cushion and then backfilled with a minimum of six inch (6") sand fill. The remainder of the trench will be backfilled with flexible base or soil as required by location of conduit on the project.

Flexible metal will not be permitted on this project.

Do not use cast iron junction boxes in concrete traffic barriers and single slope traffic barriers. Use polymer concrete junction boxes instead of the cast iron junction boxes shown on standard sheets CTBI (3), CTBI (4), and SSCB (4). Mount the junction boxes flush (+ 0", - 1/2") with concrete surface of concrete barrier.

Use materials from prequalified material producers list as shown on the Texas Department of Transportation (TxDOT) - Construction Division's (CST) material producer list. Category is "Roadway Illumination and Electrical Supplies."

The polymer concrete barrier box will not be paid for separately, but will be considered subsidiary to ITEM 618, "CONDUIT".

ITEM 620 ELECTRICAL CONDUCTORS

Labeling conductors with label maker is acceptable.

Grounding conductors that share the same conduit, junction box, ground box or structure will be bonded together at every accessible point in accordance with the National Electrical Code.

For Flashing Beacons (Item 685) and Ped poles (Item 687) within the project, provide single-pole breakaway disconnects. Use Bussman HEBW, Littlefuse LEB, Ferraz-Shawmut FEB, or equal on ungrounded conductors.

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For all grounded conductors use Bussman HET, Littlefuse LET, Ferraz-Shawmut FEBN, or equal. These breakaway connectors have a white colored marking and a permanently installed solid neutral.

ITEM 624 GROUND BOXES

All concrete used on ground boxes with aprons or cast in various slabs, will be as thick as the ground box depth within the dimensions as shown on TxDOT's ED Standard Sheets. No variance from this will be allowed.

ITEM 628 ELECTRICAL SERVICE

Any service installed by others will comply with all TxDOT standards from weather-head to fixtures.

Coordinate setting up the electrical service with the Area Engineer to insure the meter is installed under the proper account name.

Photocell enclosed in pedestal services will be orientated in a northerly direction unless otherwise directed.

The Contractor will verify conductor slack length at the weather head with the utility provider. If the utility provider requires a conductor slack length that does not meet the requirements shown on ED(7) notify the Engineer immediately for a resolution.

ITEM 644 SMALL ROADSIDE SIGN ASSEMBLIES

The Contractor will notify the Engineer 5 working days before installing any sign base. The Engineer will coordinate with the Contractor and the Maintenance office to assure proposed sign placements are in accordance with the current version of the Sign Crew Field Book and the TMUTCD. Any signs that are placed without this coordination by the Contractor that are not located correctly will be removed and relocated at the Contractor's expense.

Triangular Slip Bases will be supplied by TxDOT. All other components of the sign assembly (stubs, posts, hardware, signs, etc.) will be supplied by the Contractor. The Contractor can acquire the bases at the Lampasas County Maintenance office located at 1133 N US281, Lampasas, TX 76550. Contact the Lampasas County Maintenance Supervisor (Steven Hamrick) at (512) 556-5435 for further information.

For Triangular Slip Base systems use HWYCOM (3 way set screw), Southern Plains (2 bolt clamp), or approved equivalent.

Build signs not detailed in the plans according to the latest edition of the Standard Highway Sign Designs for Texas.

TxDOT will mark the locations of the SPEED LIMIT (R2-1) and REDUCED SPEED LIMIT AHEAD (W3-5) signs.

Existing roadside signs are to be removed/relocated and mounted on temporary supports and placed during construction as directed by the Engineer. The removal/relocation and temporary mounting of any

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existing sign (stop, yield, warning, etc.) will not be paid for directly but will be considered subsidiary to Item 644 unless otherwise directed by the Engineer.

Signs that are to be transferred to new posts must be placed upon the new supports before the end of the working day. Regulatory signs must be transferred immediately.

Conformable Retroreflective Sheeting in accordance with DMS 8300 will be required on all Warning, Stop, and Yield signs. Retroreflective sheeting wrapped around a sign support is yellow unless the sign on the support is a Stop or Yield, in which case the sheeting will be red. Retroreflective sheeting will have a height on the post of 12 inches and the bottom of the sheeting will be 4 feet above the edge of the travel lane. Retroreflective sheeting will not be paid for directly but will be considered subsidiary to Item 644 Small Roadside Sign Assemblies.

ITEM 656 FOUNDATIONS FOR TRAFFIC CONTROL DEVICES

Drilled shaft foundations for electrical use will be grounded using an 8' ground rod unless otherwise specified.

ITEM 662 WORK ZONE PAVEMENT MARKINGS

Removable work zone pavement markings will be raised pavement markers unless otherwise approved by the Engineer.

Bituminous material used for raised pavement markers will be removed before the next lift of pavement material is placed.

Temporary tabs will not be placed on a road more than 24 hours prior to operations beginning on the road.

The temporary tabs will be removed by an acceptable method approved by the Engineer once final striping has been placed.

Temporary tabs will be placed in accordance with WZ (STPM) standard.

ITEM 666 RETROREFLECTORIZED PAVEMENT MARKINGS

A mobile retroreflectometer is not required for this project.

Type II markings must meet the following minimum retroreflectivity values for edgeline markings, centerline or no passing barrier-line, and lane lines when measured any time after 3 days, but not later than 10 days after application: White markings: 175 mcd/m²lx, Yellow markings: 100 mcd/m²lx.

Furnish a needlepoint micrometer gauge Mitutoyo - Model 342-711-30 or equivalent.

Sealed roadways will be allowed to cure for 3 days before final striping is placed unless otherwise directed by the Engineer.

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Crosswalks will be 24 inch wide "longitudinal" style in accordance with TMUTCD 3B.18.15 or as directed by the Engineer.

Unless otherwise approved, all 4 in. longitudinal striping (centerline, edgeline, etc.) will be placed and approved before any other striping (crosswalks, stop bars, arrows, numbers, etc.) is allowed to begin.

ITEM 672 RAISED PAVEMENT MARKERS

Place raised pavement markers no sooner than 24 hours after final striping has been placed or as directed.

ITEM 677 ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS

Use "Blasting Method" in accordance with 677.4.3 for eliminating existing pavement markings. Water blasting will be the only allowable option and the method will be approved by the Engineer.

ITEM 680 INSTALLATION OF HIGHWAY TRAFFIC SIGNALS

Contractor will be responsible for all temporary control and operation of the traffic signal. Any components needed to facilitate this work will be the responsibility of the Contractor.

Traffic signals will be made of polycarbonate and be highway yellow in color. Cover heads until signal system is put into operation. All faces will be equipped with tunnel visors and backplates. Backplates will be black polycarbonate.

Controller cabinet will be grounded using a ground rod.

Wire nuts will not be permitted unless approved by the Engineer.

Signal signs will be subsidiary to this Item. (**Section 680.5.1.**)

The Traffic Signal Cabinet, Controller, and preformed cabinet base will be provided by TxDOT and installed by Contractor. Concrete pad will be provided by the Contractor.

ITEM 685 ROADSIDE FLASHING BEACON ASSEMBLIES

For bidding purposes, assume all solar installations will be the two-pole configuration. Actual configuration will be designated on the WORK ORDER.

One-Pole Solar Powered Roadside Flashing Beacon will consist of an installation with one foundation, pole and transformer base and the use of a ground box/battery vault as shown on standard sheet(s).

This roadside flashing beacon will have one pole as described in the plans.

Batteries will be placed in ground vault/battery box.

The flasher assembly will be capable of supporting two 12" LED beacons for a school zone situation.

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Roadside Flashing Beacon foundations will be of the Screw-in Anchor type.

Roadside Flashing Beacon foundations will be Drilled Shafts. See **TxDOT Standard TS-FD** for additional information.

ITEM 3076 DENSE – GRADED HOT-MIX ASPHALT (QCQA)

RAS will not be allowed.

Field Lab will be required.

A Superpave Gyratory Compactor is required for this project.

Power washing each lift of hot-mix before the placement of consecutive lifts may be required as directed by the Engineer to ensure proper surface preparation. (Article 341.4.7.)

Use Ty-D for profile transitions at the both ends of the job to tie to existing pavement and additional areas as directed by the Engineer.

The use of Warm Mix Asphalt (WMA) is allowed. (Article 341.2.6.2)

The use of Warm Mix Asphalt (WMA) is required if the haul distance from the Hotmix Plant to the Project is greater than 50 miles.

During paving operations; proper adjustment of Surge Volume Remixing MTV is required to ensure clean pickup of HMAC and to have residual HMAC not be in excess of 1/4" to 3/8" as approved by the Engineer. HMAC will not be dumped in a windrow that is determined by the Engineer to be an excessive distance from the paving operation.

Belly dumps will not be allowed if a spray paver is used.

See item 504 for additional structure requirements located at HMAC plant(s).

ITEM 3080 STONE-MATRIX ASPHALT MIXTURES

Binder substitution is not allowed.

RAP and RAS will not be allowed.

Mix to be placed in one lift.

ITEM 3084 BONDING COURSE

Rates will be adjusted in the field based on the exposed surface as directed by the Engineer.

A test strip will be required.

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ITEM 6185 TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER ATTENUATOR (TA)

Provide the number of vehicles with truck mounted attenuators (TMA) listed in the table below. The Contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

STANDARD / PHASE	# TMA'S REQUIRED
TCP(1-1)	1
TCP(1-2)	1
TCP(1-3)	1 per workspace
TCP(1-4)	1
TCP(1-5)	1
TCP(1-6)	1
TCP(2-1)	1
TCP(2-2)	1
TCP(2-3)	1 per workspace
TCP(2-4)	1
TCP(2-5)	1
TCP(2-6)	1
TCP(2-7)	0
TCP(2-8)	0
TCP(3-1)	2
TCP(3-2)	3
TCP(3-3)	2 or 3
TCP(3-4)	1 or 2 per workspace
TCP(3-5)	1
TCP(5-1)	1
TCP(6-1)	1 or 2
TCP(6-2)	1
TCP(6-3)	1
TCP(6-4)	1 or 2
TCP(6-5)	1 or 2
TCP(6-6)	1 per lane
TCP(6-7)	Refer to TCP(6-6)
TCP(6-8)	1
TCP(6-9)	1
TCP(7-1)	N/A to be used in conjunction with another TCP
WZ(BTS-1) & WZ(BTS-2)	1

Stationary shadow vehicle(s) with TMA are estimated at 546 days for this project. (273 days x 2 TMA's)

Mobile shadow vehicle(s) with TMA are estimated at 656 hours for this project. (41 days x 8 hrs/day x 2 TMA's)

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PROJECT : F 2023 (638)
HIGHWAY : US 281
COUNTY : LAMPASAS

TEXAS DEPARTMENT OF TRANSPORTATION

GOVERNING SPECIFICATIONS AND SPECIAL PROVISIONS

ALL SPECIFICATIONS AND SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT ARE IDENTIFIED AS FOLLOWS:

STANDARD SPECIFICATIONS: ADOPTED BY THE TEXAS DEPARTMENT OF
----- TRANSPORTATION NOVEMBER 1, 2014.
STANDARD SPECIFICATIONS ARE INCORPORATED
INTO THE CONTRACT BY REFERENCE.

ITEMS 1 TO 9 INCL., GENERAL REQUIREMENTS AND COVENANTS
ITEM 100 PREPARING RIGHT OF WAY (103)
ITEM 104 REMOVING CONCRETE
ITEM 105 REMOVING TREATED AND UNTREATED BASE AND ASPHALT PAVEMENT
ITEM 110 EXCAVATION (132)
ITEM 132 EMBANKMENT (100) (160) (204) (210) (216) (260) (400)
ITEM 162 SODDING FOR EROSION CONTROL (166) (168)
ITEM 164 SEEDING FOR EROSION CONTROL (162) (166) (168)
ITEM 168 VEGETATIVE WATERING
ITEM 169 SOIL RETENTION BLANKETS
ITEM 247 FLEXIBLE BASE (105) (204) (210) (216) (520)
ITEM 251 REWORKING BASE COURSES (204) (210) (216) (247) (520)
ITEM 275 CEMENT TREATMENT (ROAD-MIXED) (132) (204) (210) (216) (247)
(300) (310) (520) (3096)
ITEM 310 PRIME COAT (300) (316) (3096)
ITEM 400 EXCAVATION AND BACKFILL FOR STRUCTURES (110) (132) (401)
(402) (403) (416) (420) (421) (423)
ITEM 401 FLOWABLE BACKFILL (421)
ITEM 402 TRENCH EXCAVATION PROTECTION
ITEM 403 TEMPORARY SPECIAL SHORING (410) (411) (423)
ITEM 416 DRILLED SHAFT FOUNDATIONS (405) (420) (421) (423) (440) (448)
ITEM 420 CONCRETE SUBSTRUCTURES (400) (404) (421) (422) (426) (427)
(440) (441) (448)
ITEM 432 RIPRAP (247) (420) (421) (431) (440)
ITEM 450 RAILING (420) (421) (422) (424) (440) (441) (442) (445) (446)
(448)
ITEM 459 GABIONS AND GABION MATTRESSES
ITEM 462 CONCRETE BOX CULVERTS AND DRAINS (400) (402) (403) (420)
(421) (422) (424) (440) (464) (476)
ITEM 464 REINFORCED CONCRETE PIPE (400) (402) (403) (467) (476)

ITEM 465 JUNCTION BOXES, MANHOLES, AND INLETS (400) (420) (421) (424)
 (440) (471)
 ITEM 466 HEADWALLS AND WINGWALLS (400) (420) (421) (432) (440) (464)
 ITEM 467 SAFETY END TREATMENT (400) (420) (421) (432) (440) (442) (445)
 (460) (464)
 ITEM 480 CLEANING EXISTING CULVERTS
 ITEM 496 REMOVING STRUCTURES
 ITEM 500 MOBILIZATION
 ITEM 502 BARRICADES, SIGNS, AND TRAFFIC HANDLING
 ITEM 504 FIELD OFFICE AND LABORATORY
 ITEM 506 TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL
 CONTROLS (161) (432) (556)
 ITEM 508 CONSTRUCTING DETOURS
 ITEM 528 COLORED TEXTURED CONCRETE AND LANDSCAPE PAVERS (132) (247)
 (275) (401) (420) (421) (440)
 ITEM 529 CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER (360)
 (420) (421) (440)
 ITEM 530 INTERSECTIONS, DRIVEWAYS, AND TURNOUTS (247) (260) (263)
 (275) (276) (292) (316) (330) (334) (340) (341) (360) (421) (440)
 (3076)
 ITEM 531 SIDEWALKS (104) (360) (420) (421) (440) (530)
 ITEM 533 MILLED RUMBLE STRIPS
 ITEM 540 METAL BEAM GUARD FENCE (421) (441) (445) (492) (529)
 ITEM 542 REMOVING METAL BEAM GUARD FENCE
 ITEM 544 GUARDRAIL END TREATMENTS
 ITEM 550 CHAIN LINK FENCE (421) (445)
 ITEM 552 WIRE FENCE (445) (492)
 ITEM 560 MAILBOX ASSEMBLIES
 ITEM 610 ROADWAY ILLUMINATION ASSEMBLIES (416) (421) (432) (441) (442)
 (445) (449) (614) (616) (618) (620) (622) (624) (628)
 ITEM 618 CONDUIT (400) (476)
 ITEM 620 ELECTRICAL CONDUCTORS (610) (628)
 ITEM 621 TRAY CABLE (620)
 ITEM 624 GROUND BOXES (302) (420) (421) (432) (440) (618) (620)
 ITEM 628 ELECTRICAL SERVICES (441) (445) (449) (618) (620) (627) (656)
 ITEM 636 SIGNS (643)
 ITEM 644 SMALL ROADSIDE SIGN ASSEMBLIES (421) (440) (441) (442) (445)
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 ITEM 658 DELINEATOR AND OBJECT MARKER ASSEMBLIES (445)
 ITEM 662 WORK ZONE PAVEMENT MARKINGS (666) (668) (672) (677)
 ITEM 666 RETROREFLECTORIZED PAVEMENT MARKINGS (316) (502) (662) (677)
 (678) (6438)
 ITEM 668 PREFABRICATED PAVEMENT MARKINGS (678)
 ITEM 672 RAISED PAVEMENT MARKERS (677) (678)
 ITEM 677 ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS (300)
 (302) (316) (3096)
 ITEM 678 PAVEMENT SURFACE PREPARATION FOR MARKINGS (677)
 ITEM 680 HIGHWAY TRAFFIC SIGNALS (416) (610) (618) (620) (624) (625)
 (627) (628) (636) (656) (682) (684) (686) (688)
 ITEM 681 TEMPORARY TRAFFIC SIGNALS (416) (610) (618) (620) (621) (622)
 (624) (625) (627) (628) (636) (656) (680) (682) (684) (686) (687)
 (688)
 ITEM 682 VEHICLE AND PEDESTRIAN SIGNAL HEADS
 ITEM 684 TRAFFIC SIGNAL CABLES

ITEM 685 ROADSIDE FLASHING BEACON ASSEMBLIES (441) (442) (445) (449)
(610) (618) (620) (621) (622) (624) (628) (656) (682) (684) (687)
ITEM 686 TRAFFIC SIGNAL POLE ASSEMBLIES (STEEL) (416) (421) (441)
(442) (445) (449)
ITEM 687 PEDESTAL POLE ASSEMBLIES (445) (449) (656) (682)
ITEM 688 PEDESTRIAN DETECTORS AND VEHICLE LOOP DETECTORS (618)
(624) (682) (684)
ITEM 690 MAINTENANCE OF TRAFFIC SIGNALS (416) (421) (476) (610) (618)
(620) (622) (624) (625) (627) (628) (636) (656) (680) (682) (684)
(685) (686) (687) (688)

SPECIAL PROVISIONS: SPECIAL PROVISIONS WILL GOVERN AND TAKE
----- PRECEDENCE OVER THE SPECIFICATIONS ENUMERATED
HEREON WHEREVER IN CONFLICT THEREWITH.

REQUIRED CONTRACT PROVISIONS, FEDERAL-AID CONSTRUCTION CONTRACTS
(FORM FHWA 1273)

WAGE RATES

SPECIAL PROVISION "NONDISCRIMINATION" (000---002)
SPECIAL PROVISION "CERTIFICATION OF NONDISCRIMINATION IN EMPLOYMENT"
(000---003)
SPECIAL PROVISION "NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO
ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE
ORDER 11246" (000---004)
SPECIAL PROVISION "STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY
CONSTRUCTION CONTRACT SPECIFICATIONS" (000---005)
SPECIAL PROVISION "ONTHEJOB TRAINING PROGRAM" (000---006)
SPECIAL PROVISION "AMERICANS WITH DISABILITIES ACT CURB RAMP WORKSHOP
" (000---025)
SPECIAL PROVISION "CERTIFICATE OF INTERESTED PARTIES (FORM 1295)"
(000--1019)
SPECIAL PROVISION "SCHEDULE OF LIQUIDATED DAMAGES" (000--1243)
SPECIAL PROVISION "IMPORTANT NOTICE TO CONTRACTOR" (000--1393)
SPECIAL PROVISION "CARGO PREFERENCE ACT REQUIREMENTS IN FEDERAL AID
CONTRACTS" (000---241)
SPECIAL PROVISION "DISADVANTAGED BUSINESS ENTERPRISE IN FEDERAL AID
CONTRACTS" (000---394)
SPECIAL PROVISION "NOTICE OF CONTRACTOR PERFORMANCE EVALUATIONS"
(000---659)
SPECIAL PROVISIONS TO ITEM 2 (002---009) (002---011) (002---013)
SPECIAL PROVISIONS TO ITEM 3 (003---011) (003---013)
SPECIAL PROVISIONS TO ITEM 5 (005---002) (005---003)
SPECIAL PROVISIONS TO ITEM 6 (006---012) (006---030)
SPECIAL PROVISIONS TO ITEM 7 (007---004) (007---008) (007---010)
(007---011)
SPECIAL PROVISIONS TO ITEM 8 (008---003) (008---006) (008---030)
(008---033)
SPECIAL PROVISIONS TO ITEM 9 (009---010) (009---011)
SPECIAL PROVISION TO ITEM 247 (247---003)
SPECIAL PROVISION TO ITEM 300 (300---020)
SPECIAL PROVISION TO ITEM 302 (302---003)
SPECIAL PROVISION TO ITEM 316 (316---002)

SPECIAL PROVISION TO ITEM 334 (334---003)
 SPECIAL PROVISION TO ITEM 340 (340---004)
 SPECIAL PROVISION TO ITEM 341 (341---004)
 SPECIAL PROVISION TO ITEM 342 (342---005)
 SPECIAL PROVISION TO ITEM 346 (346---004)
 SPECIAL PROVISION TO ITEM 347 (347---003)
 SPECIAL PROVISION TO ITEM 348 (348---004)
 SPECIAL PROVISION TO ITEM 420 (420---001)
 SPECIAL PROVISION TO ITEM 421 (421---010)
 SPECIAL PROVISION TO ITEM 426 (426---005)
 SPECIAL PROVISION TO ITEM 427 (427---003)
 SPECIAL PROVISION TO ITEM 440 (440---004)
 SPECIAL PROVISION TO ITEM 441 (441---004)
 SPECIAL PROVISION TO ITEM 442 (442---001)
 SPECIAL PROVISION TO ITEM 446 (446---005)
 SPECIAL PROVISION TO ITEM 448 (448---001)
 SPECIAL PROVISION TO ITEM 449 (449---002)
 SPECIAL PROVISION TO ITEM 450 (450---001)
 SPECIAL PROVISION TO ITEM 462 (462---002)
 SPECIAL PROVISION TO ITEM 464 (464---001)
 SPECIAL PROVISION TO ITEM 465 (465---001)
 SPECIAL PROVISION TO ITEM 502 (502---008)
 SPECIAL PROVISION TO ITEM 506 (506---005)
 SPECIAL PROVISION TO ITEM 520 (520---002)
 SPECIAL PROVISION TO ITEM 540 (540---001)
 SPECIAL PROVISION TO ITEM 636 (636---001)
 SPECIAL PROVISION TO ITEM 643 (643---001)
 SPECIAL PROVISION TO ITEM 656 (656---001)
 SPECIAL PROVISION TO ITEM 666 (666---007)
 SPECIAL PROVISION TO ITEM 680 (680---006)
 SPECIAL PROVISION TO SPECIAL SPECIFICATION ITEM 6185 (6185--002)

SPECIAL SPECIFICATIONS:

ITEM 1004 TREE PROTECTION
 ITEM 3002 SPRAY APPLIED UNDERSEAL MEMBRANE (320)
 ITEM 3076 DENSE-GRADED HOT-MIX ASPHALT (300) (301) (316) (320) (340)
 (341) (342) (347) (348) (520) (585) (3079) (3081) (3082) (3096)
 ITEM 3079 PERMEABLE FRICTION COURSE (PFC) (300) (301) (320) (342) (520)
 (585) (3096)
 ITEM 3080 STONE-MIX ASPHALT (300) (301) (320) (346) (520) (585) (3096)
 ITEM 3081 THIN OVERLAY MIXTURES (TOM) (300) (301) (320) (347) (520)
 (585) (3096)
 ITEM 3082 THIN BONDED FRICTION COURSES (210) (300) (301) (320) (342)
 (348) (520) (585) (3079) (3096)
 ITEM 3084 BONDING COURSE (300) (3002) (3096)
 ITEM 3096 ASPHALTS, OILS, AND EMULSIONS
 ITEM 6001 PORTABLE CHANGEABLE MESSAGE SIGN
 ITEM 6007 FIBER OPTIC CABLE (618) (620) (625) (6016)
 ITEM 6016 MULTI-DUCT CONDUIT SYSTEM (400) (401) (402) (421) (445) (476)
 (618) (620)
 ITEM 6058 BATTERY BACK-UP SYSTEM FOR SIGNAL CABINETS (420) (620)

ITEM 6158 TRAILER MOUNTED SOLAR POWERED RADAR SPEED CONTROL MONITOR
ITEM 6185 TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER ATTENUATOR (TA)
ITEM 6186 INTELLIGENT TRANSPORTATION SYSTEM(ITS) GROUND BOX (420)
(421) (432) (440) (471) (618) (620)
ITEM 6306 VIDEO IMAGING VEHICLE DETECTION SYSTEM
ITEM 6438 MOBILE RETROREFLECTIVITY DATA COLLECTION FOR PAVEMENT
MARKINGS

GENERAL: THE ABOVE-LISTED SPECIFICATION ITEMS ARE THOSE UNDER WHICH
----- PAYMENT IS TO BE MADE. THESE, TOGETHER WITH SUCH OTHER
PERTINENT ITEMS, IF ANY, AS MAY BE REFERRED TO IN THE ABOVE-
LISTED SPECIFICATION ITEMS, AND INCLUDING THE SPECIAL
PROVISIONS LISTED ABOVE, CONSTITUTE THE COMPLETE SPECIFI-
CATIONS FOR THIS PROJECT.

Control **0251-06-036**
Project **F 2023(638)**
Highway **US 281**
County **LAMPASAS**

**DISADVANTAGED BUSINESS ENTERPRISE
REQUIREMENTS**

The following goal for disadvantaged business enterprises is established:

**DBE
5.0%**

Certification of DBE Goal Attainment

By signing the proposal, the Bidder certifies that the above DBE goal will be met by committing to DBE participation that meets or exceeds the goal or providing adequate documentation of good faith efforts (GFE) to achieve the goal.

The DBE participation or GFE must be submitted within five (5) calendar days after bid opening. If the fifth day falls on a weekend or a day when TxDOT offices are closed, the deadline moves to the next business day.

The Department may impose remedies as defined by state or local law if a bidder fails to submit required documentation, including forfeiting the bid proposal guaranty and exclusion from rebidding on the contract if it is re-advertised.

CHILD SUPPORT STATEMENT

Under Section 231.006, Family Code, the vendor or applicant certifies that the individual or business entity named in this contract, bid, or application is not ineligible to receive the specified grant, loan, or payment and acknowledges that this contract may be terminated and payment may be withheld if this certification is inaccurate.

CONFLICT OF INTEREST CERTIFICATION

Pursuant to Texas Government Code Section 2261.252(b), the Department is prohibited from entering into contracts in which Department officers and employees have a financial interest.

By signing the Contract, the Contractor certifies that it is not prohibited from entering into a Contract with the Department as a result of a financial interest as defined under Texas Government Code Section 2261.252(b), and that it will exercise reasonable care and diligence to prevent any actions or conditions that could result in a conflict of interest with the Department.

The Contractor also certifies that none of the following individuals, nor any of their family members within the second degree of affinity or consanguinity, owns 1% or more interest or has a financial interest as defined under Texas Government Code Section 2261.252(b) in the Contractor:

- Any member of the Texas Transportation Commission; and
- The Department's Executive Director, General Counsel, Chief of Procurement and Field Support Operations, Director of Procurement, and Director of Contract Services.

Violation of this certification may result in action by the Department.

E-VERIFY CERTIFICATION

Pursuant to Texas Transportation Code §223.051, all TxDOT contracts for construction, maintenance, or improvement of a highway must include a provision requiring Contractors and subcontractors to use the U.S. Department of Homeland Security's E-Verify system to determine employment eligibility. By signing the contract, the Contractor certifies that prior to the award of the Contract:

- the Contractor has registered with and will, to the extent permitted by law, utilize the United States Department of Homeland Security's E-Verify system during the term of the Contract to determine the eligibility of all persons hired to perform duties within Texas during the term of the agreement; and
- the Contractor will require that all subcontractors also register with and, to the extent permitted by law, utilize the United States Department of Homeland Security's E-Verify system during the term of the subcontract to determine the eligibility of all persons hired to perform duties within Texas during the term of the agreement.

Violation of this requirement constitutes a material breach of the Contract, subjects a subcontractor to removal from the Contract, and subjects the Contractor or subcontractors to possible sanctions in accordance with Title 43, Texas Administrative Code, Chapter 10, Subchapter F, "Sanctions and Suspension for Ethical Violations by Entities Doing Business with the Department."

Certification Regarding Disclosure of Public Information

Pursuant to Subchapter J, Chapter 552, Texas Government Code, contractors executing a contract with a governmental body that results in the expenditure of at least \$1 million in public funds must:

- 1) preserve all contracting information* as provided by the records retention requirements applicable to Texas Department of Transportation (TxDOT) for the duration of the contract,
- 2) on request of TxDOT, promptly provide any contracting information related to the contract that is in the custody or possession of the entity, and
- 3) on completion of the contract, either:
 - A. provide, at no cost to TxDOT, all contracting information related to the contract that is in the custody or possession of the entity, or
 - B. preserve the contracting information related to the contract as provided by the records retention requirements applicable to TxDOT

The requirements of Subchapter J, Chapter 552, Government Code, may apply to this contract, and the contractor or vendor agrees that the contract can be terminated if the contractor or vendor knowingly or intentionally fails to comply with a requirement of that subchapter.

By entering into Contract, the Contractor agrees to:

- provide, or make available, to TxDOT and any authorized governmental investigating or auditing agency all records, including electronic and payment records related to the contract, for the same period provided by the records retention schedule applicable to TxDOT, and
- ensure that all subcontracts include a clause requiring the same.

* As defined in Government Code §552.003, “Contracting information” means the following information maintained by a governmental body or sent between a governmental body and a vendor, contractor, potential vendor, or potential contractor:

- 1) information in a voucher or contract relating to the receipt or expenditure of public funds by a governmental body;
- 2) solicitation or bid documents relating to a contract with a governmental body;
- 3) communications sent between a governmental body and a vendor, contractor, potential vendor, or potential contractor during the solicitation, evaluation, or negotiation of a contract;
- 4) documents, including bid tabulations, showing the criteria by which a governmental body evaluates each vendor, contractor, potential vendor, or potential contractor responding to a solicitation and, if applicable, an explanation of why the vendor or contractor was selected; and
- 5) communications and other information sent between a governmental body and a vendor or contractor related to the performance of a final contract with the governmental body or work performed on behalf of the governmental body.

CERTIFICATION TO NOT BOYCOTT ISRAEL

Pursuant to Texas Government Code §2271.002, the Department must include a provision requiring a written verification affirming that the Contractor does not boycott Israel, as defined in Government Code §808.001, and will not boycott Israel during the term of the contract. This provision applies to a contract that:

- 1) is with a Contractor that is not a sole proprietorship,
- 2) is with a Contractor with 10 or more full-time employees, and
- 3) has a value of \$100,000 or more.

By signing the contract, the Contractor certifies that it does not boycott Israel and will not boycott Israel during the term of this contract. "Boycott" means refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes.

Violation of this certification may result in action by the Department.

CERTIFICATION TO NOT BOYCOTT ENERGY COMPANIES

Pursuant to Texas Government Code §2274.002, the Department must include a provision requiring a written verification affirming that the Contractor does not boycott energy companies, as defined in Government Code §809.001, and will not boycott energy companies during the term of the contract. This provision applies to a contract that:

- 1) is with a Contractor that is not a sole proprietorship,
- 2) is with a Contractor with 10 or more full-time employees, and
- 3) has a value of \$100,000 or more.

By signing the contract, the Contractor certifies that it does not boycott energy companies and will not boycott energy companies during the term of this contract. "Boycott" means taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations with a company because the company: (1) engages in the exploration, production, utilization, transportation, sale, or manufacturing of fossil fuel-based energy and does not commit or pledge to meet environmental standards beyond applicable federal and state law; or (2) does business with a company described by (1).

Violation of this certification may result in action by the Department.

CERTIFICATION TO NOT DISCRIMINATE AGAINST FIREARM ENTITIES OR FIREARM TRADE ASSOCIATIONS

Pursuant to Texas Government Code §2274.002, the Department must include a provision requiring a written verification affirming that the Contractor:

- 1) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association, as defined in Government Code §2274.001, and
- 2) will not discriminate against a firearm entity or firearm trade association during the term of the contract.

This provision applies to a contract that:

- 1) is with a Contractor that is not a sole proprietorship,
- 2) is with a Contractor with 10 or more full-time employees, and
- 3) has a value of \$100,000 or more.

By signing the contract, the Contractor certifies that it does not discriminate against a firearm entity or firearm trade association as described and will not do so during the term of this contract. "Discriminate against a firearm entity or firearm trade association" means, with respect to the entity or association, to: (1) refuse to engage in the trade of any goods or services with the entity or association based solely on its status as a firearm entity or firearm trade association; (2) refrain from continuing an existing business relationship with the entity or association based solely on its status as a firearm entity or firearm trade association; or (3) terminate an existing business relationship with the entity or association based solely on its status as a firearm entity or firearm trade association. "Discriminate against a firearm entity or firearm trade association" does not include: (1) the established policies of a merchant, retail seller, or platform that restrict or prohibit the listing or selling of ammunition, firearms, or firearm accessories; (2) a company's refusal to engage in the trade of any goods or services, decision to refrain from continuing an existing business relationship, or decision to terminate an existing business relationship to comply with federal, state, or local law, policy, or regulations or a directive by a regulatory agency, or for any traditional business reason that is specific to the customer or potential customer and not based solely on an entity's or association's status as a firearm entity or firearm trade association.

Violation of this certification may result in action by the Department.

PROHIBITION ON CERTAIN TELECOMMUNICATIONS EQUIPMENT OR SERVICES

The Federal Register Notice issued the Final Rule and states that the amendment to 2 CFR 200.216 is effective on August 13, 2020. The new 2 CFR 200.471 regulation provides clarity that the telecommunications and video surveillance costs associated with 2 CFR 200.216 are unallowable for services and equipment from these specific providers. OMB's Federal Register Notice includes the new 2 CFR 200.216 and 2 CFR 200.471 regulations.

<https://www.federalregister.gov/documents/2020/08/13/2020-17468/guidance-for-grants-and-agreements>

Per the Federal Law referenced above, use of services, systems, or services or systems that contain components produced by any of the following manufacturers is strictly prohibited for use on this project. Therefore, for any telecommunications, CCTV, or video surveillance equipment, services or systems cannot be manufactured by, or have components manufactured by:

- Huawei Technologies Company,
- ZTE Corporation (any subsidiary and affiliate of such entities),
- Hytera Communications Corporation,
- Hangzhou Hikvision Digital Technology Company,
- Dahua Technology Company (any subsidiary and affiliate of such entities).

Violation of this prohibition will require replacement of the equipment at the contractor's expense.

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding (29 CFR 5.5)

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics,

including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records (29 CFR 5.5)

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or

subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees (29 CFR 5.5)

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State

Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the

corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor

set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility (29 CFR 5.5)

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1 of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 of this section. 29 CFR 5.5.

* \$27 as of January 23, 2019 (See 84 FR 213-01, 218) as may be adjusted annually by the Department of Labor; pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990).

3. Withholding for unpaid wages and liquidated damages.

The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 of this section. 29 CFR 5.5.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section. 29 CFR 5.5.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or

equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance

with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.326.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders

or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.326.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant

who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is

submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contractor). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(a) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(b) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(c) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier

subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.
2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

The wage rates listed herein are those predetermined by the Secretary of Labor and State Statute and listed in the United States Department of Labor's (USDOL) General Decisions dated **01-06-2023** and are the minimum wages to be paid accordingly for each specified classification. To determine the applicable wage rate zone, a list entitled "TEXAS COUNTIES IDENTIFIED BY WAGE RATE ZONES" is provided in the contract. Any wage rate that is not listed herein and not in the USDOL's general decision, must be submitted to the Engineer for approval. **IMPORTANT NOTICE FOR STATE PROJECTS:** only the controlling wage rate zone applies to the contract. Effective 01-06-2023.

CLASS. #	CLASSIFICATION DESCRIPTION	ZONE TX02 *(TX20230002)	ZONE TX03 *(TX20230003)	ZONE TX04 *(TX20230004)	ZONE TX05 *(TX20230005)	ZONE TX06 *(TX20230006)	ZONE TX07 *(TX20230007)	ZONE TX08 *(TX20230008)	ZONE TX24 *(TX20230024)	ZONE TX25 *(TX20230025)	ZONE TX27 *(TX20230027)	ZONE TX28 *(TX20230028)	ZONE TX29 *(TX20230029)	ZONE TX30 *(TX20230030)	ZONE TX37 *(TX20230037)	ZONE TX38 *(TX20230038)	ZONE TX42 *(TX20230042)
1428	Agricultural Tractor Operator						\$12.69					\$12.35			\$11.75		
1300	Asphalt Distributor Operator	\$14.87	\$13.48	\$13.88	\$15.72	\$15.58	\$15.55	\$15.72	\$13.28	\$15.32	\$15.62	\$14.36	\$14.25	\$14.03	\$13.75	\$14.06	\$14.40
1303	Asphalt Paving Machine Operator	\$13.40	\$12.25	\$12.35	\$13.87	\$14.05	\$14.36	\$14.20	\$13.26	\$13.99	\$14.68	\$12.92	\$13.44	\$12.53	\$14.00	\$14.32	\$12.99
1106	Asphalt Raker	\$12.28	\$10.61	\$12.02	\$14.21	\$11.65	\$12.12	\$11.64	\$11.44	\$12.69	\$12.05	\$11.34	\$11.67	\$11.40	\$12.59	\$12.36	\$11.78
1112	Batching Plant Operator, Asphalt																
1115	Batching Plant Operator, Concrete																
1214	Blaster																
1615	Boom Truck Operator						\$18.36										
1444	Boring Machine Operator																
1305	Broom or Sweeper Operator	\$11.21	\$10.33	\$10.08	\$11.99		\$11.04	\$11.62		\$11.74	\$11.41	\$10.30		\$10.23	\$10.60	\$12.68	\$11.05
1144	Communications Cable Installer																
1124	Concrete Finisher, Paving and Structures	\$13.55	\$12.46	\$13.16	\$12.85	\$12.64	\$12.56	\$12.77	\$12.44	\$14.12	\$13.04	\$13.38	\$12.64	\$12.80	\$12.79	\$12.98	\$13.32
1318	Concrete Pavement Finishing Machine Operator				\$16.05			\$15.48		\$16.05		\$19.31				\$13.07	
1315	Concrete Paving, Curing, Float, Texturing Machine Operator											\$16.34					\$11.71
1333	Concrete Saw Operator				\$14.67					\$14.48	\$17.33						\$13.99
1399	Concrete/Gunite Pump Operator																
1344	Crane Operator, Hydraulic 80 tons or less				\$18.22		\$18.36			\$18.12	\$18.04	\$20.21			\$18.63	\$13.86	
1345	Crane Operator, Hydraulic Over 80 Tons																
1342	Crane Operator, Lattice Boom 80 Tons or Less	\$16.82	\$14.39	\$13.85	\$17.27		\$15.87			\$17.27		\$14.67			\$16.42	\$14.97	\$13.87
1343	Crane Operator, Lattice Boom Over 80 Tons				\$20.52		\$19.38			\$20.52		\$17.49			\$25.13	\$15.80	
1306	Crawler Tractor Operator	\$13.96	\$16.63	\$13.62	\$14.26		\$15.67			\$14.07	\$13.15	\$13.38			\$14.60	\$13.68	\$13.50
1351	Crusher or Screen Plant Operator																
1446	Directional Drilling Locator						\$11.67										
1445	Directional Drilling Operator				\$20.32		\$17.24										
1139	Electrician	\$20.96		\$19.87	\$19.80		\$26.35		\$20.27	\$19.80		\$20.92				\$27.11	\$19.87
1347	Excavator Operator, 50,000 pounds or less	\$13.46	\$12.56	\$13.67	\$17.19		\$12.88	\$14.38	\$13.49	\$17.19		\$13.88			\$14.09	\$12.71	\$14.42
1348	Excavator Operator, Over 50,000 pounds		\$15.23	\$13.52	\$17.04		\$17.71			\$16.99	\$18.80	\$16.22				\$14.53	\$13.52
1150	Flagger	\$9.30	\$9.10	\$8.50	\$10.28	\$8.81	\$9.45	\$8.70		\$10.06	\$9.71	\$9.03	\$8.81	\$9.08	\$9.90	\$10.33	\$8.10
1151	Form Builder/Setter, Structures	\$13.52	\$12.30	\$13.38	\$12.91	\$12.71	\$12.87	\$12.38	\$12.26	\$13.84	\$12.98	\$13.07	\$13.61	\$12.82	\$14.73	\$12.23	\$12.25
1160	Form Setter, Paving & Curb	\$12.36	\$12.16	\$13.93	\$11.83	\$10.71	\$12.94			\$13.16	\$12.54	\$11.33	\$10.69		\$13.33	\$12.34	\$13.93
1360	Foundation Drill Operator, Crawler Mounted				\$17.99					\$17.99							\$17.43
1363	Foundation Drill Operator, Truck Mounted		\$16.86	\$22.05	\$21.51		\$16.93			\$21.07	\$20.20	\$20.76		\$17.54	\$21.39	\$15.89	\$22.05
1369	Front End Loader Operator, 3 CY or Less	\$12.28	\$13.49	\$13.40	\$13.85		\$13.04	\$13.15	\$13.29	\$13.69	\$12.64	\$12.89			\$13.51	\$13.32	\$12.17
1372	Front End Loader Operator, Over 3 CY	\$12.77	\$13.69	\$12.33	\$14.96		\$13.21	\$12.86	\$13.57	\$14.72	\$13.75	\$12.32			\$13.19	\$13.17	\$13.02
1329	Joint Sealer																
1172	Laborer, Common	\$10.30	\$9.86	\$10.08	\$10.51	\$10.71	\$10.50	\$10.24	\$10.58	\$10.72	\$10.45	\$10.30	\$10.25	\$10.03	\$10.54	\$11.02	\$10.15
1175	Laborer, Utility	\$11.80	\$11.53	\$12.70	\$12.17	\$11.81	\$12.27	\$12.11	\$11.33	\$12.32	\$11.80	\$11.53	\$11.23	\$11.50	\$11.95	\$11.73	\$12.37
1346	Loader/Backhoe Operator	\$14.18	\$12.77	\$12.97	\$15.68		\$14.12			\$15.18	\$13.58	\$12.87		\$13.21	\$14.13	\$14.29	\$12.90
1187	Mechanic	\$20.14	\$15.47	\$17.47	\$17.74	\$17.00	\$17.10			\$17.68	\$18.94	\$18.58	\$17.00	\$16.61	\$18.46	\$16.96	\$17.47
1380	Milling Machine Operator	\$15.54	\$14.64	\$12.22	\$14.29		\$14.18			\$14.32	\$14.35	\$12.86			\$14.75	\$13.53	\$12.80

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1390	Motor Grader Operator, Fine Grade	\$17.49	\$16.52	\$16.88	\$17.12	\$18.37	\$18.51	\$16.69	\$16.13	\$17.19	\$18.35	\$17.07	\$17.74	\$17.47	\$17.08	\$15.69	\$20.01
1393	Motor Grader Operator, Rough	\$16.15	\$14.62	\$15.83	\$16.20	\$17.07	\$14.63	\$18.50		\$16.02	\$16.44	\$15.12	\$16.85	\$14.47	\$17.39	\$14.23	\$15.53
1413	Off Road Hauler			\$10.08	\$12.26		\$11.88			\$12.25		\$12.23			\$13.00	\$14.60	
1196	Painter, Structures Pavement Marking Machine Operator	\$16.42		\$13.10	\$13.55		\$19.17	\$12.01		\$13.63	\$14.60	\$13.17		\$16.65	\$10.54	\$11.18	\$13.10
1443	Percussion or Rotary Drill Operator																
1202	Piledriver																\$14.95
1205	Pipelayer		\$11.87	\$14.64	\$13.17	\$11.17	\$12.79		\$11.37	\$13.24	\$12.66	\$13.24	\$11.17	\$11.67		\$12.12	\$14.64
1384	Reclaimer/Pulverizer Operator	\$12.85			\$11.90		\$12.88			\$11.01		\$10.46					
1500	Reinforcing Steel Worker	\$13.50	\$14.07	\$17.53	\$16.17		\$14.00			\$16.18	\$12.74	\$15.83		\$17.10		\$15.15	\$17.72
1402	Roller Operator, Asphalt	\$10.95		\$11.96	\$13.29		\$12.78	\$11.61		\$13.08	\$12.36	\$11.68			\$11.71	\$11.95	\$11.50
1405	Roller Operator, Other	\$10.36		\$10.44	\$11.82		\$10.50	\$11.64		\$11.51	\$10.59	\$10.30		\$12.04	\$12.85	\$11.57	\$10.66
1411	Scraper Operator	\$10.61	\$11.07	\$10.85	\$12.88		\$12.27		\$11.12	\$12.96	\$11.88	\$12.43		\$11.22	\$13.95	\$13.47	\$10.89
1417	Self-Propelled Hammer Operator																
1194	Servicer	\$13.98	\$12.34	\$14.11	\$14.74		\$14.51	\$15.56	\$13.44	\$14.58	\$14.31	\$13.83		\$12.43	\$13.72	\$13.97	\$14.11
1513	Sign Erector																
1708	Slurry Seal or Micro-Surfacing Machine Operator																
1341	Small Slipform Machine Operator									\$15.96							
1515	Spreader Box Operator	\$12.60		\$13.12	\$14.71		\$14.04			\$14.73	\$13.84	\$13.68		\$13.45	\$11.83	\$13.58	\$14.05
1705	Structural Steel Welder															\$12.85	
1509	Structural Steel Worker						\$19.29									\$14.39	
1339	Subgrade Trimmer																
1143	Telecommunication Technician																
1145	Traffic Signal/Light Pole Worker						\$16.00										
1440	Trenching Machine Operator, Heavy						\$18.48										
1437	Trenching Machine Operator, Light																
1609	Truck Driver Lowboy-Float	\$14.46	\$13.63	\$13.41	\$15.00	\$15.93	\$15.66			\$16.24	\$16.39	\$14.30	\$16.62	\$15.63	\$14.28	\$16.03	\$13.41
1612	Truck Driver Transit-Mix				\$14.14					\$14.14							
1600	Truck Driver, Single Axle	\$12.74	\$10.82	\$10.75	\$13.04	\$11.61	\$11.79	\$13.53	\$13.16	\$12.31	\$13.40	\$10.30	\$11.61		\$11.97	\$11.46	\$10.75
1606	Truck Driver, Single or Tandem Axle Dump Truck	\$11.33	\$14.53	\$11.95	\$12.95		\$11.68		\$14.06	\$12.62	\$11.45	\$12.28		\$13.08	\$11.68	\$11.48	\$11.10
1607	Truck Driver, Tandem Axle Tractor with Semi Trailer	\$12.49	\$12.12	\$12.50	\$13.42		\$12.81	\$13.16		\$12.86	\$16.22	\$12.50			\$13.80	\$12.27	\$12.50
1441	Tunneling Machine Operator, Heavy																
1442	Tunneling Machine Operator, Light																
1706	Welder		\$14.02		\$14.86		\$15.97		\$13.74	\$14.84					\$13.78		
1520	Work Zone Barricade Servicer	\$10.30	\$12.88	\$11.46	\$11.70	\$11.57	\$11.85	\$10.77		\$11.68	\$12.20	\$11.22	\$11.51	\$12.96	\$10.54	\$11.67	\$11.76

Notes:

*Represents the USDOL wage decision.

Any worker employed on this project shall be paid at the rate of one and one half (1-1/2) times the regular rate for every hour worked in excess of forty (40) hours per week.

For reference, the titles and descriptions for the classifications listed here are detailed further in the AGC of Texas' *Standard Job Classifications and Descriptions for Highway, Heavy, Utilities, and Industrial Construction in Texas* posted on the AGC's Web site for any contractor.

**TEXAS COUNTIES IDENTIFIED BY
WAGE RATE ZONES: 2, 3, 4, 5, 6, 7, 8, 24, 25, 27, 28, 29, 30, 37, 38, 42**

County Name	Zone	County Name	Zone	County Name	Zone	County Name	Zone
Anderson	28	Donley	37	Karnes	27	Reagan	37
Andrews	37	Duval	30	Kaufman	25	Real	37
Angelina	28	Eastland	37	Kendall	7	Red River	28
Aransas	29	Ector	2	Kenedy	30	Reeves	8
Archer	25	Edwards	8	Kent	37	Refugio	27
Armstrong	2	El Paso	24	Kerr	27	Roberts	37
Atascosa	7	Ellis	25	Kimble	37	Robertson	7
Austin	38	Erath	28	King	37	Rockwall	25
Bailey	37	Falls	28	Kinney	8	Runnels	37
Bandera	7	Fannin	28	Kleberg	27	Rusk	4
Bastrop	7	Fayette	27	Knox	37	Sabine	28
Baylor	37	Fisher	37	Lamar	28	San Augustine	28
Bee	27	Floyd	37	Lamb	37	San Jacinto	38
Bell	7	Foard	37	Lampasas	7	San Patricio	29
Bexar	7	Fort Bend	38	LaSalle	30	San Saba	37
Blanco	27	Franklin	28	Lavaca	27	Schleicher	37
Borden	37	Freestone	28	Lee	27	Scurry	37
Bosque	28	Frio	27	Leon	28	Shackelford	37
Bowie	4	Gaines	37	Liberty	38	Shelby	28
Brazoria	38	Galveston	38	Limestone	28	Sherman	37
Brazos	7	Garza	37	Lipscomb	37	Smith	4
Brewster	8	Gillespie	27	Live Oak	27	Somervell	28
Briscoe	37	Glasscock	37	Llano	27	Starr	30
Brooks	30	Goliad	29	Loving	37	Stephens	37
Brown	37	Gonzales	27	Lubbock	2	Sterling	37
Burleson	7	Gray	37	Lynn	37	Stonewall	37
Burnet	27	Grayson	25	Madison	28	Sutton	8
Caldwell	7	Gregg	4	Marion	28	Swisher	37
Calhoun	29	Grimes	28	Martin	37	Tarrant	25
Callahan	25	Guadalupe	7	Mason	27	Taylor	2
Cameron	3	Hale	37	Matagorda	27	Terrell	8
Camp	28	Hall	37	Maverick	30	Terry	37
Carson	2	Hamilton	28	McCulloch	37	Throckmorton	37
Cass	28	Hansford	37	McLennan	7	Titus	28
Castro	37	Hardeman	37	McMullen	30	Tom Green	2
Chambers	38	Hardin	38	Medina	7	Travis	7
Cherokee	28	Harris	38	Menard	37	Trinity	28
Childress	37	Harrison	42	Midland	2	Tyler	28
Clay	25	Hartley	37	Milam	28	Upshur	4
Cochran	37	Haskell	37	Mills	37	Upton	37
Coke	37	Hays	7	Mitchell	37	Uvalde	30
Coleman	37	Hemphill	37	Montague	37	Val Verde	8
Collin	25	Henderson	28	Montgomery	38	Van Zandt	28
Collingsworth	37	Hidalgo	3	Moore	37	Victoria	6
Colorado	27	Hill	28	Morris	28	Walker	28
Comal	7	Hockley	37	Motley	37	Waller	38
Comanche	37	Hood	28	Nacogdoches	28	Ward	37
Concho	37	Hopkins	28	Navarro	28	Washington	28
Cooke	37	Houston	28	Newton	28	Webb	3
Coryell	7	Howard	37	Nolan	37	Wharton	27
Cottle	37	Hudspeth	8	Nueces	29	Wheeler	37
Crane	37	Hunt	25	Ochiltree	37	Wichita	5
Crockett	8	Hutchinson	37	Oldham	37	Wilbarger	37
Crosby	2	Irion	2	Orange	38	Willacy	30
Culberson	8	Jack	28	Palo Pinto	28	Williamson	7
Dallam	37	Jackson	27	Panola	28	Wilson	7
Dallas	25	Jasper	28	Parker	25	Winkler	37
Dawson	37	Jeff Davis	8	Parmer	37	Wise	25
Deaf Smith	37	Jefferson	38	Pecos	8	Wood	28
Delta	25	Jim Hogg	30	Polk	28	Yoakum	37
Denton	25	Jim Wells	27	Potter	2	Young	37
DeWitt	27	Johnson	25	Presidio	8	Zapata	30
Dickens	37	Jones	25	Rains	28	Zavala	30
Dimmit	30			Randall	2		

Special Provision to Item 000

Nondiscrimination



1. DESCRIPTION

All recipients of federal financial assistance are required to comply with various nondiscrimination laws including Title VI of the Civil Rights Act of 1964, as amended, (Title VI). Title VI forbids discrimination against anyone in the United States on the grounds of race, color, or national origin by any agency receiving federal funds.

Texas Department of Transportation, as a recipient of Federal financial assistance, and under Title VI and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. § 2000d-3), color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Department programs or activities.

2. DEFINITION OF TERMS

Where the term “contractor” appears in the following six nondiscrimination clauses, the term “contractor” is understood to include all parties to contracts or agreements with the Texas Department of Transportation.

3. NONDISCRIMINATION PROVISIONS

During the performance of this contract, the contractor agrees as follows:

- 3.1. **Compliance with Regulations.** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, “DOT”) Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- 3.2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- 3.3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
- 3.4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Texas Department of Transportation to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Recipient, or the Texas Department of Transportation as appropriate, and shall set forth what efforts it has made to obtain the information.

- 3.5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Recipient shall impose such contract sanctions as it or the Texas Department of Transportation may determine to be appropriate, including, but not limited to:
- withholding of payments to the contractor under the contract until the contractor complies, and/or
 - cancellation, termination or suspension of the contract, in whole or in part.
- 3.6. **Incorporation of Provisions.** The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Recipient or the Texas Department of Transportation may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient to enter into such litigation to protect the interests of the Recipient, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Special Provision to Item 000

Certification of Nondiscrimination in Employment



1. GENERAL

By signing this proposal, the Bidder certifies that he has participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, or if he has not participated in a previous contract of this type, or if he has had previous contract or subcontracts and has not filed, he will file with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

Note—The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b)(1)), and must be submitted by Bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

Special Provision to Item 000

Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)



1. GENERAL

In addition to the affirmative action requirements of the Special Provision titled "Standard Federal Equal Employment Opportunity Construction Contract Specifications" as set forth elsewhere in this proposal, the Bidder's attention is directed to the specific requirements for utilization of minorities and females as set forth below.

2. GOALS

2.1. Goals for minority and female participation are hereby established in accordance with 41 CFR 60-4.

2.2. The goals for minority and female participation expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area are as follows:

Goals for minority participation in each trade, %	Goals for female participation in each trade, %
See Table 1	6.9

2.3. These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the Contractor performs construction work in a geographical area located outside of the covered area, it will apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Contractor also is subject to the goals for both its federally involved and non-federally involved construction. The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 will be based on its implementation of the Standard Federal Equal Employment Opportunity Construction Contract Specifications Special Provision and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the Contract, and in each trade, and the Contractor must make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority and female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals will be a violation of the Contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

2.4. A Contractor or subcontractor will be considered in compliance with these provisions by participation in the Texas Highway-Heavy Branch, AGC, Statewide Training and Affirmative Action Plan. Provided that each Contractor or subcontractor participating in this plan must individually comply with the equal opportunity clause set forth in 41 CFR 60-1.4 and must make a good faith effort to achieve the goals set forth for each participating trade in the plan in which it has employees. The overall good performance of other Contractors and subcontractors toward a goal in an approved plan does not excuse any covered Contractor's or subcontractor's failure to make good faith efforts to achieve the goals contained in these provisions. Contractors or subcontractors participating in the plan must be able to demonstrate their participation and document their compliance with the provisions of this Plan.

3. SUBCONTRACTING

The Contractor must provide written notification to the Department within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the Contract resulting from this solicitation pending concurrence of the Department in the award. The notification will list the names,

address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the Contract is to be performed.

4. COVERED AREA

As used in this special provision, and in the Contract resulting from this solicitation, the geographical area covered by these goals for female participation is the State of Texas. The geographical area covered by these goals for other minorities are the counties in the State of Texas as indicated in Table 1.

5. REPORTS

The Contractor is hereby notified that he may be subject to the Office of Federal Contract Compliance Programs (OFCCP) reporting and record keeping requirements as provided for under Executive Order 11246 as amended. OFCCP will provide direct notice to the Contractor as to the specific reporting requirements that he will be expected to fulfill.

Table 1
Goals for Minority Participation

County	Participation, %	County	Participation, %
Anderson	22.5	Chambers	27.4
Andrews	18.9	Cherokee	22.5
Angelina	22.5	Childress	11.0
Aransas	44.2	Clay	12.4
Archer	11.0	Cochran	19.5
Armstrong	11.0	Coke	20.0
Atascosa	49.4	Coleman	10.9
Austin	27.4	Collin	18.2
Bailey	19.5	Collingsworth	11.0
Bandera	49.4	Colorado	27.4
Bastrop	24.2	Comal	47.8
Baylor	11.0	Comanche	10.9
Bee	44.2	Concho	20.0
Bell	16.4	Cooke	17.2
Bexar	47.8	Coryell	16.4
Blanco	24.2	Cottle	11.0
Borden	19.5	Crane	18.9
Bosque	18.6	Crockett	20.0
Bowie	19.7	Crosby	19.5
Brazoria	27.3	Culberson	49.0
Brazos	23.7	Dallam	11.0
Brewster	49.0	Dallas	18.2
Briscoe	11.0	Dawson	19.5
Brooks	44.2	Deaf Smith	11.0
Brown	10.9	Delta	17.2
Burleson	27.4	Denton	18.2
Burnet	24.2	DeWitt	27.4
Caldwell	24.2	Dickens	19.5
Calhoun	27.4	Dimmit	49.4
Callahan	11.6	Donley	11.0
Cameron	71.0	Duval	44.2
Camp	20.2	Eastland	10.9
Carson	11.0	Ector	15.1
Cass	20.2	Edwards	49.4
Castro	11.0	Ellis	18.2

County	Participation, %	County	Participation, %
El Paso	57.8	Kenedy	44.2
Erath	17.2	Kent	10.9
Falls	18.6	Kerr	49.4
Fannin	17.2	Kimble	20.0
Fayette	27.4	King	19.5
Fisher	10.9	Kinney	49.4
Floyd	19.5	Kleberg	44.2
Foard	11.0	Knox	10.9
Fort Bend	27.3	Lamar	20.2
Franklin	17.2	Lamb	19.5
Freestone	18.6	Lampasas	18.6
Frio	49.4	LaSalle	49.4
Gaines	19.5	Lavaca	27.4
Galveston	28.9	Lee	24.2
Garza	19.5	Leon	27.4
Gillespie	49.4	Liberty	27.3
Glasscock	18.9	Limestone	18.6
Goliad	27.4	Lipscomb	11.0
Gonzales	49.4	Live Oak	44.2
Gray	11.0	Llano	24.2
Grayson	9.4	Loving	18.9
Gregg	22.8	Lubbock	19.6
Grimes	27.4	Lynn	19.5
Guadalupe	47.8	Madison	27.4
Hale	19.5	Marion	22.5
Hall	11.0	Martin	18.9
Hamilton	18.6	Mason	20.0
Hansford	11.0	Matagorda	27.4
Hardeman	11.0	Maverick	49.4
Hardin	22.6	McCulloch	20.0
Harris	27.3	McLennan	20.7
Harrison	22.8	McMullen	49.4
Hartley	11.0	Medina	49.4
Haskell	10.9	Menard	20.0
Hays	24.1	Midland	19.1
Hemphill	11.0	Milam	18.6
Henderson	22.5	Mills	18.6
Hidalgo	72.8	Mitchell	10.9
Hill	18.6	Montague	17.2
Hockley	19.5	Montgomery	27.3
Hood	18.2	Moore	11.0
Hopkins	17.2	Morris	20.2
Houston	22.5	Motley	19.5
Howard	18.9	Nacogdoches	22.5
Hudspeth	49.0	Navarro	17.2
Hunt	17.2	Newton	22.6
Hutchinson	11.0	Nolan	10.9
Irion	20.0	Nueces	41.7
Jack	17.2	Ochiltree	11.0
Jackson	27.4	Oldham	11.0
Jasper	22.6	Orange	22.6
Jeff Davis	49.0	Palo Pinto	17.2
Jefferson	22.6	Panola	22.5
Jim Hogg	49.4	Parker	18.2
Jim Wells	44.2	Parmer	11.0
Johnson	18.2	Pecos	18.9
Jones	11.6	Polk	27.4
Karnes	49.4	Potter	9.3
Kaufman	18.2	Presidio	49.0
Kendall	49.4	Randall	9.3

County	Participation, %	County	Participation, %
Rains	17.2	Reagan	20.0
Real	49.4	Throckmorton	10.9
Red River	20.2	Titus	20.2
Reeves	18.9	Tom Green	19.2
Refugio	44.2	Travis	24.1
Roberts	11.0	Trinity	27.4
Robertson	27.4	Tyler	22.6
Rockwall	18.2	Upshur	22.5
Runnels	20.0	Upton	18.9
Rusk	22.5	Uvalde	49.4
Sabine	22.6	Val Verde	49.4
San Augustine	22.5	Van Zandt	17.2
San Jacinto	27.4	Victoria	27.4
San Patricio	41.7	Walker	27.4
San Saba	20.0	Waller	27.3
Schleicher	20.0	Ward	18.9
Scurry	10.9	Washington	27.4
Shackelford	10.9	Webb	87.3
Shelby	22.5	Wharton	27.4
Sherman	11.0	Wheeler	11.0
Smith	23.5	Wichita	12.4
Somervell	17.2	Wilbarger	11.0
Starr	72.9	Willacy	72.9
Stephens	10.9	Williamson	24.1
Sterling	20.0	Wilson	49.4
Stonewall	10.9	Winkler	18.9
Sutton	20.0	Wise	18.2
Swisher	11.0	Wood	22.5
Tarrant	18.2	Yoakum	19.5
Taylor	11.6	Young	11.0
Terrell	20.0	Zapata	49.4
Terry	19.5	Zavala	49.4

Special Provision to Item 000

Standard Federal Equal Employment Opportunity Construction Contract Specifications (Executive Order 11246)



1. GENERAL

1.1. As used in these specifications:

- "Covered area" means the geographical area described in the solicitation from which this Contract resulted;
- "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
- "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.
- "Minority" includes:
 - Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
 - Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
 - Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
 - American Indian or Alaskan Native (all persons having origins in any of the original peoples of North American and maintaining identifiable tribal affiliations through membership and participation or community identification).

1.2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it will physically include in each subcontract in excess of \$10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this Contract resulted.

1.3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U. S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) will be in accordance with that plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the equal employment opportunity (EEO) clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

1.4. The Contractor will implement the specific affirmative action standards provided in Section 1.7.1. through Section 1.7.16. of these specifications. The goals set forth in the solicitation from which this Contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction Contractors performing Contracts in geographical areas where they do not have a Federal or federally assisted construction Contract will apply the minority and female goals established for the geographical area where the Contract is being performed. Goals are published periodically in the Federal Register in notice form and such notices may be obtained from any Office of Federal Contract Compliance Programs office or any Federal procurement contracting officer. The

Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.

- 1.5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women will excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.
- 1.6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U. S. Department of Labor.
- 1.7. The Contractor will take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications will be based upon its effort to achieve maximum results from its actions. The Contractor will document these efforts fully, and will implement affirmative action steps at least as extensive as the following:
 - 1.7.1. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor will specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.
 - 1.7.2. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.
 - 1.7.3. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this will be documented in the file with the reason therefor, along with whatever additional actions the Contractor may have taken.
 - 1.7.4. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral Process has impeded the Contractor's efforts to meet its obligations.
 - 1.7.5. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor will provide notice of these programs to the sources compiled under 7b above.
 - 1.7.6. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and Collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
 - 1.7.7. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other

employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Foremen, etc., before the initiation of construction work at any job site. A written record must be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

- 1.7.8. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.
- 1.7.9. Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month before the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor will send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.
- 1.7.10. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's workforce.
- 1.7.11. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.
- 1.7.12. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
- 1.7.13. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment-related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.
- 1.7.14. Ensure that all facilities and company activities are non-segregated except that separate or single-user toilet and necessary changing facilities will be provided to assure privacy between the sexes.
- 1.7.15. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.
- 1.7.16. Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.
- 1.8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (Section 7.1. through Section 7.16.). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under Section 7.1. through Section 7.16. of these Specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation will not be a defense for the Contractor's noncompliance.
- 1.9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor

may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).

- 1.10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.
- 1.11. The Contractor will not enter into any Subcontract with any person or firm debarred from Government Contracts pursuant to Executive Order 11246.
- 1.12. The Contractor will carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties will be in violation of these specifications and Executive Order 11246, as amended.
- 1.13. The Contractor, in fulfilling its obligations under these specifications, will implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director will proceed in accordance with 41 CFR 60-4.8.
- 1.14. The Contractor will designate a responsible official to monitor all employment-related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records must at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records must be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, Contractors shall not be required to maintain separate records.
- 1.15. Nothing herein provided will be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).
- 1.16. In addition to the reporting requirements set forth elsewhere in this Contract, the Contractor and the subcontractors holding subcontracts, not including material suppliers, of \$10,000 or more, will submit for every month of July during which work is performed, employment data as contained under Form PR 1391 (Appendix C to 23 CFR, Part 230), and in accordance with the included instructions.

Special Provision to Item 000

On-the-Job Training Program



1. DESCRIPTION

The primary objective of this Special Provision is the training and advancement of minorities, women and economically disadvantaged persons toward journeyworker status. Accordingly, make every effort to enroll minority, women and economically disadvantaged persons to the extent that such persons are available within a reasonable area of recruitment. This training commitment is not intended, and will not be used to discriminate against any applicant for training, whether or not he/she is a member of a minority group.

2. TRAINEE ASSIGNMENT

Training assignments are based on the past volume of state-let highway construction contracts awarded with the Department. Contractors meeting the selection criteria will be notified of their training assignment at the beginning of the reporting year by the Department's Office of Civil Rights.

3. PROGRAM REQUIREMENTS

Fulfill all of the requirements of the On-the-Job Training Program including the maintenance of records and submittal of periodic reports documenting program performance. Trainees will be paid at least 60% of the appropriate minimum journeyworker's rate specified in the Contract for the first half of the training period, 75% for the third quarter, and 90% for the last quarter, respectively.

4. REIMBURSEMENT

If requested, Contractors may be reimbursed \$0.80 per training hour at no additional cost to the Department. Training may occur on this project, all other Department contracts, or local-administered federal-aid projects with concurrence of the local government entity. However, reimbursement for training is not available on projects to the extent that such projects that do not contain federal funds.

5. COMPLIANCE

The Contractor will have fulfilled the contractual responsibilities by having provided acceptable training to the number of trainees specified in their goal assignment. Noncompliance may be cause for corrective and appropriate measures pursuant to Article 8.7., "Abandonment of Work or Default of Contract," which may be used to comply with the sanctions for noncompliance pursuant to 23 CFR Part 230.

Special Provision to Item 000

Americans with Disabilities Act Curb Ramp Workshop



Before starting work, schedule and attend a mandatory preconstruction Americans with Disabilities Act curb ramp workshop. The workshop will be administered by the Department, will be four hours or less, and will be held during normal working hours at an approved location in proximity to the project.

Supervisory personnel responsible for control of the work must attend the workshop.

The Department will provide workshop facilitators and facilities. No direct compensation will be made for fulfilling these requirements, as this workshop is considered subsidiary to the Items of the Contract.

Special Provision 000

Certificate of Interested Parties (Form 1295)



Submit a notarized Form 1295, "Certificate of Interested Parties," in the following instances:

- at Contract execution for Contracts awarded by the Commission;
- at Contract execution for Contracts awarded by the District Engineer or Chief Engineer with an award amount of \$1,000,000 or more; at any time an existing Contract awarded by the District Engineer or Chief Engineer increases in value to \$1,000,000 or more due to changes in the Contract; at any time there is an increase of \$1,000,000 or more to an existing Contract (change orders, extensions, and renewals); or
- at any time there is a change to the information in Form 1295, when the form was filed for an existing Contract.

Form 1295 and instructions on completing and filing the form are available on the Texas Ethics Commission website.

Special Provision 000

Important Notice to Contractors



For Dollar Amount of Original Contract		Dollar Amount of Daily Contract Administration Liquidated Damages per Working Day
From More Than	To and including	
0	1,000,000	618
1,000,000	3,000,000	832
3,000,000	5,000,000	940
5,000,000	15,000,000	1317
15,000,000	25,000,000	1718
25,000,000	50,000,000	2411
50,000,000	Over 50,000,000	4265

In addition to the amount shown in Table 1, the Liquidated Damages will be increased by the amount shown in Item 8 of the General Notes for Road User Cost (RUC), when applicable.

Special Provision 000

Important Notice to Contractors



As of April 6, 2023, utilities within the project limits have not been cleared. The Department anticipates clearance by the dates listed below. Unless otherwise stated, clearance of these obstructions will be performed by their owners. Estimated clearance dates are not anticipated to interfere with the Contractor's operations. In the event the clearance dates are not met, requests for additional compensation or time will be made in accordance with the Standard Specifications.

The Contractor is invited to review the mapped information of obstructions on file with the Engineer.

UTILITY			
Utility Owner	Approximate Location	Estimated Clearance Date	Effect on Construction
AT&T	Underground and Overhead Fiber STA 509+62 – STA 87+50 RT (510+00=0+00) (Underground) STA 10+20 – 74+18 LT (Underground) STA 53+60, 67+50, 74+18, & 87+25 (Overhead Crossings)	July 1, 2023	None. AT&T to relocate before construction.
Fiberlight	Overhead Fiber STA 0+00 – STA 41+00 RT	June 1, 2023	None. Fiber to be relocated before construction.
Atmos	Underground Gas Lower Gas Lines at the following crossings: STA 56+20, 68+20, 71+45, 72+95, 76+15, 79+25, 84+00, & 89+70	July 31, 2023	None. Gas lines to be relocated before construction.
City of Lampasas	Overhead Electric STA 72+75 Rt. to STA 72+90 Lt. (Overhead Crossing)	July 31, 2023	None. Electric lines to be relocated before construction.
City of Lampasas	Waterline STA 73+10 LT (Relocate Water Valves, Remove Water Meter)	July 31, 2023	None. Water line & appurtenances to be relocated before construction.

Special Provision 000

Cargo Preference Act Requirements in Federal Aid Contracts



1. DESCRIPTION

All recipients of federal financial assistance are required to comply with the U.S. Department of Transportation's (DOT) Cargo Preference Act Requirements, 46 CFR Part 381, Use of United States-Flag Vessels.

This requirement applies to material or equipment that is acquired specifically for a Federal-aid highway project. It is not applicable to goods or materials that come into inventories independent of a Federal Highway Administration (FHWA) funded contract.

When oceanic shipments are necessary for materials or equipment acquired for a specific Federal-aid construction project, the contractor agrees to:

- Utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.
- Furnish a legible copy of a rated, on-board commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of 46 CFR Part 381 Section 7, "Federal Grant, Guaranty, Loan and Advance of Funds Agreements," within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, to both the Engineer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.
- Insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

Special Provision to Item 000

Disadvantaged Business Enterprise in Federal-Aid Contracts



1. DESCRIPTION

The purpose of this Special Provision is to carry out the U.S. Department of Transportation's (DOT) policy of ensuring nondiscrimination in the award and administration of DOT-assisted Contracts and creating a level playing field on which firms owned and controlled by individuals who are determined to be socially and economically disadvantaged can compete fairly for DOT-assisted Contracts.

2. DISADVANTAGED BUSINESS ENTERPRISE IN FEDERAL-AID CONTRACTS

2.1. **Policy.** It is the policy of the DOT and the Texas Department of Transportation (Department) that DBEs, as defined in 49 CFR Part 26, Subpart A, and the Department's DBE Program, will have the opportunity to participate in the performance of Contracts financed in whole or in part with federal funds. The DBE requirements of 49 CFR Part 26, and the Department's DBE Program, apply to this Contract as follows.

The Contractor will solicit DBEs through reasonable and available means, as defined in 49 CFR Part 26, Appendix A, and the Department's DBE Program, or show a good faith effort to meet the DBE goal for this Contract.

The Contractor, subrecipient, or subcontractor will not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. Carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted Contracts. Failure to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the Department deems appropriate.

The requirements of this Special Provision must be physically included in any subcontract.

By signing the Contract proposal, the Bidder is certifying that the DBE goal as stated in the proposal will be met by obtaining commitments from eligible DBEs or that the Bidder will provide acceptable evidence of good faith effort to meet the commitment.

2.2. Definitions.

2.2.1. **Administrative Reconsideration.** A process by which the low bidder may request reconsideration when the Department determines the good faith effort (GFE) requirements have not been met.

2.2.2. **Commercially Useful Function (CUF).** A CUF occurs when a DBE has the responsibility for the execution of the work and carrying out such responsibilities by actually performing, managing, and supervising the work.

2.2.3. **Disadvantaged Business Enterprise (DBE).** A for-profit small business certified through the Texas Unified Certification Program in accordance with 49 CFR Part 26, that is at least 51% owned by one or more socially and economically disadvantaged individuals, or in the case of a publicly owned business, in which is at least 51% of the stock is owned by one or more socially and economically disadvantaged individuals, and whose management and daily business operations are controlled by one or more of the individuals who own it.

2.2.4. **DBE Joint Venture.** An association of a DBE firm and one or more other firms to carry out a single business enterprise for profit for which purpose they combine their property, capital, efforts, skills, and knowledge, and

in which the DBE is responsible for a distinct, clearly defined portion of the work of the Contract and whose share in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest.

- 2.2.5. **DOT.** The U.S. Department of Transportation, including the Office of the Secretary, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA).
- 2.2.6. **Federal-Aid Contract.** Any Contract between the Department and a Contractor that is paid for in whole or in part with DOT financial assistance.
- 2.2.7. **Good Faith Effort.** All necessary and reasonable steps to achieve the contract goal which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if not fully successful. Good faith efforts are evaluated prior to award and throughout performance of the Contract. For guidance on good faith efforts, see 49 CFR Part 26, Appendix A.
- 2.2.8. **North American Industry Classification System (NAICS).** A designation that best describes the primary business of a firm. The NAICS is described in the North American Industry Classification Manual—United States, which is available on the Internet at the U.S. Census Bureau website: <http://www.census.gov/eos/www/naics/>.
- 2.2.9. **Race-Conscious.** A measure or program that is focused specifically on assisting only DBEs, including women-owned businesses.
- 2.2.10. **Race-Neutral DBE Participation.** Any participation by a DBE through customary competitive procurement procedures.
- 2.2.11. **Texas Unified Certification Program (TUCP) Directory.** An online directory listing all DBEs currently certified by the TUCP. The Directory identifies DBE firms whose participation on a Contract may be counted toward achievement of the assigned DBE Contract goal.
- 2.3. **Contractor's Responsibilities.**
- 2.3.1. **DBE Liaison Officer.** Designate a DBE liaison officer who will administer the Contractor's DBE program and who will be responsible for maintenance of records of efforts and contacts made to subcontract with DBEs.
- 2.3.2. **Compliance Tracking System (CTS).** This Contract is subject to electronic Contract compliance tracking. Contractors and DBEs are required to provide any noted and requested Contract compliance-related data electronically in the Department's tracking system. This includes commitments, payments, substitutions, and good faith efforts. Contractors and DBEs are responsible for responding by any noted response date or due date to any instructions or request for information, and to check the system on a regular basis. A Contractor is responsible for ensuring all DBEs have completed all requested items and that their contact information is accurate and up-to-date. The Department may require additional information related to the Contract to be provided electronically through the system at any time before, during, or after contract award. The system is web-based and can be accessed at the following Internet address: <https://txdot.txdotcms.com/>.
- In its sole discretion, the Department may require that contract compliance tracking data be submitted by Contractors and DBEs in an alternative format prescribed by the Department.
- 2.3.3. **Apparent Low Bidder.** The apparent low bidder must submit DBE commitments to satisfy the DBE goal or submit good faith effort Form 2603 and supporting documentation demonstrating why the goal could not be achieved, in whole or part, no later than 5 calendar days after bid opening. The means of transmittal and the risk of timely receipt of the information will be the bidder's responsibility and no extension of the 5-calendar-day timeframe will be allowed for any reason.

2.3.4. **DBE Contractor.** A DBE Contractor may receive credit toward the DBE goal for work performed by its own forces and work subcontracted to DBEs. In the event a DBE subcontracts to a non-DBE, that information must be reported monthly.

2.3.5. **DBE Committal.** Only those DBEs certified by the TUCP are eligible to be used for goal attainment. The Department maintains the TUCP DBE Directory. The Directory can be accessed at the following Internet address: <https://txdot.txdotcms.com/FrontEnd/VendorSearchPublic.asp?TN=txdot&XID=2340>.

A DBE must be certified on the day the commitment is considered and at time of subcontract execution. It is the Contractor's responsibility to ensure firms identified for participation are approved certified DBE firms.

The Bidder is responsible to ensure that all submittals are checked for accuracy. Any and all omissions, deletions, and/or errors that may affect the end result of the commitment package are the sole liabilities of the bidder.

Commitments in excess of the goal are considered race-neutral commitments.

2.3.6. **Good Faith Effort Requirements.** A Contractor who cannot meet the Contract goal, in whole or in part, must make adequate good faith efforts to obtain DBE participation as so stated and defined in 49 CFR Part 26, Appendix A.

2.3.6.1. **Administrative Reconsideration.** If the Department determines that the apparent low bidder has failed to satisfy the good faith efforts requirement, the Department will notify the Bidder of the failure and will give the Bidder an opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so..

The Bidder must request an administrative reconsideration of that determination within 3 days of the date of receipt of the notice. The request must be submitted directly to the Texas Department of Transportation, Civil Rights Division, 125 East 11th Street, Austin, Texas 78701-2483.

If a request for administrative reconsideration is not filed within the period specified the determination made is final and further administrative appeal is barred.

If a reconsideration request is timely received, the reconsideration decision will be made by the Department's DBE liaison officer or, if the DBE liaison officer took part in the original determination, the Department's executive director will appoint a department employee to perform the administrative reconsideration. The employee will hold a senior leadership position and will report directly to the executive director.

The meeting or written documentation must be provided or held within 7 days of the date the request was submitted.

The Department will provide to the Bidder a written decision if the Bidder did or did not make adequate good faith efforts to meet the Contract goal. The reconsideration decision is final and is not administratively appealed to DOT.

2.3.7. **Determination of DBE Participation.** The work performed by the DBE must be reasonably construed to be included in the work area and NAICS work code identified by the Contractor in the approved commitment.

Participation by a DBE on a Contract will not be counted toward DBE goals until the amount of the participation has been paid to the DBE.

Payments made to a DBE that was not on the original commitment may be counted toward the Contract goal if that DBE was certified as a DBE before the execution of the subcontract and has performed a Commercially Useful Function.

The total amount paid to the DBE for work performed with its own forces is counted toward the DBE goal. When a DBE subcontracts part of the work of its Contract to another firm, the value of the subcontracted work may be counted toward DBE goals only if the subcontractor is itself a DBE.

DBE Goal credit for the DBE subcontractors leasing of equipment or purchasing of supplies from the Contractor or its affiliates is not allowed. Project materials or supplies acquired from an affiliate of the Contractor cannot directly or indirectly (second or lower tier subcontractor) be used for DBE goal credit.

If a DBE firm is declared ineligible due to DBE decertification after the execution of the DBE's subcontract, the DBE firm may complete the work and the DBE firm's participation will be counted toward the Contract goal. If the DBE firm is decertified before the DBE firm has signed a subcontract, the Contractor is obligated to replace the ineligible DBE firm or demonstrate that it has made good faith efforts to do so.

The Contractor may count 100% of its expenditure to a DBE manufacturer. According to 49 CFR 26.55(e)(1)(i), a DBE manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.

The Contractor may count only 60% of its expenditure to a DBE regular dealer. According to 49 CFR 26.55(e)(2)(i), a DBE regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles, or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. A firm may be a regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business if the firm both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment must be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis. A long-term lease with a third-party transportation company is not eligible for 60% goal credit.

With respect to materials or supplies purchased from a DBE that is neither a manufacturer nor a regular dealer, the Contractor may count the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site.

A Contractor may count toward its DBE goal a portion of the total value of the Contract amount paid to a DBE joint venture equal to the distinct, clearly defined portion of the work of the Contract performed by the DBE.

2.3.8. **Commercially Useful Function.** It is the Contractor's obligation to ensure that each DBE used on federal-assisted contracts performs a commercially useful function on the Contract.

The Department will monitor performance during the Contract to ensure each DBE is performing a CUF.

Under the terms established in 49 CFR 26.55, a DBE performs a CUF when it is responsible for execution of the work of the Contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved.

With respect to material and supplies used on the Contract, a DBE must be responsible for negotiating price, determining quality and quantity, ordering the material, installing the material, if applicable, and paying for the material itself.

With respect to trucking, the DBE trucking firm must own and operate at least one fully licensed, insured, and operational truck used on the Contract. The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the Contract. The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE that leases trucks equipped with drivers from a non-DBE is entitled to credit for the total value of transportation services provided by non-DBE leased trucks equipped with drivers not to exceed the value of transportation services on the Contract

provided by DBE-owned trucks or leased trucks with DBE employee drivers. Additional participation by non-DBE owned trucks equipped with drivers receives credit only for the fee or commission it receives as a result of the lease arrangement.

A DBE does not perform a CUF when its role is limited to that of an extra participant in a transaction, Contract, or project through which funds are passed in order to obtain the appearance of DBE participation. The Department will evaluate similar transactions involving non-DBEs in order to determine whether a DBE is an extra participant.

If a DBE does not perform or exercise responsibility for at least 30% of the total cost of its Contract with its own work force, or the DBE subcontracts a greater portion of the work than would be expected on the basis of normal industry practice for the type of work involved, the Department will presume that the DBE is not performing a CUF.

If the Department determines that a DBE is not performing a CUF, no work performed by such DBE will count as eligible participation. The denial period of time may occur before or after a determination has been made by the Department.

In case of the denial of credit for non-performance of a CUF, the Contractor will be required to provide a substitute DBE to meet the Contract goal or provide an adequate good faith effort when applicable.

- 2.3.8.1. **Rebuttal of a Finding of No Commercially Useful Function.** Consistent with the provisions of 49 CFR 26.55(c)(4)&(5), before the Department makes a final finding that no CUF has been performed by a DBE, the Department will notify the DBE and provide the DBE the opportunity to provide rebuttal information.

CUF determinations are not subject to administrative appeal to DOT.

- 2.3.9. **Joint Check.** The use of joint checks between a Contractor and a DBE is allowed with Department approval. To obtain approval, the Contractor must submit a completed Form 2178, "DBE Joint Check Approval," to the Department.

The Department will closely monitor the use of joint checks to ensure that such a practice does not erode the independence of the DBE nor inhibit the DBE's ability to perform a CUF. When joint checks are utilized, DBE credit toward the Contract goal will be allowed only when the subcontractor is performing a CUF in accordance with 49 CFR 26.55(c)(1).

Long-term or open-ended joint checking arrangements may be a basis for further scrutiny and may result in the lack of participation towards the Contract goal requirement if DBE independence cannot be established.

Joint checks will not be allowed simply for the convenience of the Contractor.

If the proper procedures are not followed or the Department determines that the arrangements result in a lack of independence for the DBE involved, no credit for the DBE's participation as it relates to the material cost will be used toward the Contract goal requirement, and the Contractor will need to make up the difference elsewhere on the project.

- 2.3.10. **DBE Termination and Substitution.** No DBE named in the commitment submitted under Section 2.3.5. will be terminated for convenience, in whole or part, without the Department's approval. This includes, but is not limited to, instances in which a Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm.

Unless consent is provided, the Contractor will not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.

The Contractor, prior to submitting its request to terminate, must first give written notice to the DBE of its intent to terminate and the reason for the termination. The Contractor will copy the Department on the Notice of Intent to terminate.

The DBE has 5 calendar days to respond to the Contractor's notice and will advise the Contractor and the Department of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Department should not approve the prime Contractor's request for termination.

The Department may provide a shorter response time if required in a particular case as a matter of public necessity.

The Department will consider both the Contractor's request and DBE's stated position prior to approving the request. The Department may provide a written approval only if it agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate the DBE. If the Department does not approve the request, the Contractor must continue to use the committed DBE firm in accordance with the Contract. For guidance on what good cause includes, see 49 CFR 26.53.

Good cause does not exist if the Contractor seeks to terminate, reduce, or substitute a DBE it relied upon to obtain the Contract so that the Contractor can self-perform the work for which the DBE firm was engaged.

When a DBE subcontractor is terminated, make good faith efforts to find, as a substitute for the original DBE, another DBE to perform, at least to the extent needed to meet the established Contract goal, the work that the original DBE was to have performed under the Contract.

Submit the completed Form 2228, "DBE Termination Substitution Request," within seven (7) days, which may be extended for an additional 7 days if necessary at the request of the Contractor. The Department will provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated. If the Department determines that good faith efforts were not demonstrated, the Contractor will have the opportunity to appeal the determination to the Civil Rights Division.

- 2.3.11. **Reports and Records.** By the 15th of each month and after work begins, report payments to meet the DBE goal and for DBE race-neutral participation on projects with or without goals. These payment reports will be required until all DBE subcontracting or material supply activity is completed. Negative payment reports are required when no activity has occurred in a monthly period.

Notify the Area Engineer if payment to any DBE subcontractor is withheld or reduced.

Before receiving final payment from the Department, the Contractor must indicate a final payment on the compliance tracking system. The final payment is a summary of all payments made to the DBEs on the project.

All records must be retained for a period of 3 years following completion of the Contract work, and must be available at reasonable times and places for inspection by authorized representatives of the Department or the DOT. Provide copies of subcontracts or agreements and other documentation upon request.

- 2.3.12. **Failure to Comply.** If the Department determines the Contractor has failed to demonstrate good faith efforts to meet the assigned goal, the Contractor will be given an opportunity for reconsideration by the Department.

A Contractor's failure to comply with the requirements of this Special Provision will constitute a material breach of this Contract. In such a case, the Department reserves the right to terminate the Contract; to deduct the amount of DBE goal not accomplished by DBEs from the money due or to become due the Contractor; or to secure a refund, not as a penalty but as liquidated damages, to the Department or such other remedy or remedies as the Department deems appropriate.

- 2.3.13. **Investigations.** The Department may conduct reviews or investigations of participants as necessary. All participants, including, but not limited to, DBEs and complainants using DBE Subcontractors to meet the

Contract goal, are required to cooperate fully and promptly with compliance reviews, investigations, and other requests for information.

2.3.14.

Falsification and Misrepresentation. If the Department determines that a Contractor or subcontractor was a knowing and willing participant in any intended or actual subcontracting arrangement contrived to artificially inflate DBE participation or any other business arrangement determined by the Department to be unallowable, or if the Contractor engages in repeated violations, falsification, or misrepresentation, the Department may:

- refuse to count any fraudulent or misrepresented DBE participation;
- withhold progress payments to the Contractor commensurate with the violation;
- reduce the Contractor's prequalification status;
- refer the matter to the Office of Inspector General of the US Department of Transportation for investigation; and/or
- seek any other available contractual remedy.

Special Provision 000

Notice of Contractor Performance Evaluations



1. GENERAL

In accordance with Texas Transportation Code §223.012, the Engineer will evaluate Contractor performance based on quality, safety, and timeliness of the project.

2. DEFINITIONS

- 2.1. **Project Recovery Plan (PRP)**—a formal, enforceable plan developed by the Contractor, in consultation with the District, that documents the cause of noted quality, safety, and timeliness issues and specifies how the Contractor proposes to correct project-specific performance deficiencies.

In accordance with Title 43, Texas Administrative Code (TAC), §9.23, the District will request a PRP if the Contractor's performance on a project is below the Department's acceptable standards and will monitor the Contractor's compliance with the established plan.

- 2.2. **Corrective Action Plan (CAP)**—a formal, enforceable plan developed by the Contractor, and proposed for adoption by the Construction or Maintenance Division, that documents the cause of noted quality, safety, and timeliness issues and specifies how the Contractor proposes to correct statewide performance deficiencies.

In accordance with 43 TAC §9.23, the Division will request a CAP if the average of the Contractor's statewide final evaluation scores falls below the Department's acceptable standards for the review period and will monitor the Contractor's compliance with the established plan.

3. CONTRACTOR EVALUATIONS

In accordance with Title 43, Texas Administrative Code (TAC) §9.23, the Engineer will schedule evaluations at the following intervals, at minimum:

- Interim evaluations—at or within 30 days after the anniversary of the notice to proceed, for Contracts extending beyond 1 yr., and
- Final evaluation—upon project closeout.

In case of a takeover agreement, neither the Surety nor its performing Contractor will be evaluated.

In addition to regularly scheduled evaluations, the Engineer may schedule an interim evaluation at any time to formally communicate issues with quality, safety, or timeliness. Upon request, work with the Engineer to develop a PRP to document expectations for correcting deficiencies.

Comply with the PRP as directed. Failure to comply with the PRP may result in additional remedial actions available to the Engineer under Item 5, "Control of the Work." Failure to meet a PRP to the Engineer's satisfaction may result in immediate referral to the Performance Review Committee for consideration of further action against the Contractor.

The Engineer will consider and document any events outside the Contractor's control that contributed to the failure to meet performance standards or comply with a PRP, including consideration of sufficient time.

Follow the escalation ladder if there is a disagreement regarding an evaluation or disposition of a PRP. The Contractor may submit additional documentation pertaining to the dispute. The District Engineer's decision

on a Contractor's evaluation score and recommendation of action required in a PRP or follow up for non-compliance is final.

4. DIVISION OVERSIGHT

Upon request of the Construction or Maintenance Division, develop and submit for Division approval a proposed CAP to document expectations for correcting deficiencies in the performance of projects statewide.

Comply with the CAP as directed. The CAP may be modified at any time up to completion or resolution after written approval of the premise of change from the Division. Failure to meet an adopted or revised adopted CAP to the Division's satisfaction within 120 days will result in immediate referral to the Performance Review Committee for consideration of further action against the Contractor.

The Division will consider and document any events outside the Contractor's control that contributed to the failure to meet performance standards or comply with a CAP, including consideration of sufficient time and associated costs as appropriate.

5. PERFORMANCE REVIEW COMMITTEE

The Performance Review Committee, in accordance with 43 TAC §9.24, will review at minimum all final evaluations, history of compliance with PRPs, any adopted CAPs including agreed modifications, any information about events outside a Contractor's control contributing to the Contractor's performance, and any documentation submitted by the Contractor and may recommend one or more of the following actions:

- take no action,
- reduce the Contractor's bidding capacity,
- prohibit the Contractor from bidding on one or more projects,
- immediately suspend the Contractor from bidding for a specified period of time, by reducing the Contractor's bidding capacity to zero, or
- prohibit the Contractor from being awarded a Contract on which they are the apparent low bidder.

The Deputy Executive Director will determine any further action against the Contractor.

6. APPEALS PROCESS

In accordance with 43 TAC §9.25, the Contractor may appeal remedial actions determined by the Deputy Executive Director.

Special Provision to Item 2

Instructions to Bidders



Item 2, "Instructions to Bidders," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 2.3., "Issuing Proposal Forms," second paragraph, is supplemented by the following.

The Department will not issue a proposal form if one or more of the following apply:

- the Bidder or affiliate of the Bidder that was originally determined as the apparent low Bidder on a project, but was deemed nonresponsive for failure to submit a DBE commitment as specified in Article 2.14., "Disadvantaged Business Enterprise (DBE)," is prohibited from rebidding that specific project.

Article 2.7., "Nonresponsive Bid," is supplemented by the following:

The Department will not accept a nonresponsive bid. A bid that has one or more of the deficiencies listed below is considered nonresponsive:

- the Bidder failed to submit a DBE commitment as specified in Article 2.14., "Disadvantaged Business Enterprise (DBE)."

Article 2.14., "Disadvantaged Business Enterprise (DBE)," is added.

The apparent low bidder must submit DBE commitment information on federally funded projects with DBE goals within 5 calendar days (as defined in 49 CFR Part 26, Subpart A) of bid opening. For a submission that meets the 5-day requirement, administrative corrections will be allowed.

If the apparent low Bidder fails to submit their DBE information within the specified timeframe, they will be deemed nonresponsive and the proposal guaranty will become the property of the State, not as a penalty, but as liquidated damages. The Bidder forfeiting the proposal guaranty will not be considered in future proposals for the same work unless there has been a substantial change in the design of the work. The Department may recommend that the Commission:

- reject all bids, or
- award the Contract to the new apparent low Bidder, if the new apparent low Bidder submits DBE information within one calendar day of notification by the Department.

If the new apparent low Bidder is unable to submit the required DBE information within one calendar day:

- the new apparent low Bidder will not be deemed nonresponsive,
- the new apparent low Bidder's guaranty will not be forfeited,
- the Department will reject all bids, and
- the new apparent low Bidder will remain eligible to receive future proposals for the same project.

Special Provision to Item 2

Instructions to Bidders



Item 2, "Instructions to Bidders," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 2.3., "Issuing Proposal Forms," is supplemented by the following:

- the Bidder or affiliate of the Bidder that was originally determined as the apparent low Bidder on a project, but was deemed nonresponsive for failure to register or participate in the Department of Homeland Security's (DHS) E-Verify system as specified in Article 2.15., "Department of Homeland Security (DHS) E-Verify System," is prohibited from rebidding that specific project.

Article 2.7., "Nonresponsive Bid," is supplemented by the following:

- the Bidder failed to participate in the Department of Homeland Security's (DHS) as specified in Article 2.15., "Department of Homeland Security (DHS) E-Verify System."

Article 2.15., "Department of Homeland Security (DHS) E-Verify System," is added.

The Department will not award a Contract to a Contractor that is not registered in the DHS E-Verify system. Remain active in E-Verify throughout the life of the contract. In addition, in accordance with paragraph six of Article 8.2, "Subcontracting," include this requirement in all subcontracts and require that subcontractors remain active in E-Verify until their work is completed.

If the apparent low Bidder does not appear on the DHS E-Verify system prior to award, the Department will notify the Contractor that they must submit documentation showing that they are compliant within 5-business days after the date the notification was sent. A Contractor who fails to comply or respond within the deadline will be declared non-responsive and the Department will execute the proposal guaranty. The proposal guaranty will become the property of the State, not as a penalty, but as liquidated damages. The Bidder forfeiting the proposal guaranty will not be considered in future proposals for the same work unless there has been a substantial change in the scope of the work.

The Department may recommend that the Commission:

- reject all bids, or
- award the Contract to the new apparent low Bidder, if the Department is able to verify the Bidder's participation in the DHS E-verify system. For the Bidder who is not registered in E-Verify, the Department will allow for one business day after notification to provide proof of registration.

If the Department is unable to verify the new apparent low Bidder's participation in the DHS E-Verify system within one calendar day:

- the new apparent low Bidder will not be deemed nonresponsive,
- the new apparent low Bidder's guaranty will not be forfeited,
- the Department will reject all bids, and
- the new apparent low Bidder will remain eligible to receive future proposals for the same project.

Special Provision to Item 2

Instructions to Bidders



Item 2, "Instructions to Bidders" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 3., "Issuing Proposal Forms," is supplemented by the following:

The Electronic State Business Daily (ESBD), the Integrated Contractor Exchange (iCX) system, and the project proposal are the official sources of advertisement and bidding information for the State and Local Lettings. Bidders should bid the project using the information found therein, including any addenda. These sources take precedence over information from other sources, including TxDOT webpages, which are unofficial and intended for informational purposes only.

Special Provision to Item 3 Award and Execution Contract



Item 3, Award and Execution of Contract," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 4.3, "Insurance." The first sentence is voided and replaced by the following:

For construction and building Contracts, submit a certificate of insurance showing coverages in accordance with Contract requirements. For routine maintenance Contracts, refer to Article 8, "Beginning of Work."

Article 8, "Beginning of Work." The first sentence is supplemented by the following:

For a routine maintenance Contract, do not begin work until a certificate of insurance showing coverages in accordance with the Contract requirements is provided and accepted.

Special Provision to Item 3

Award and Execution of Contract



Item 3, "Award and Execution of Contract" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 4.3 "Insurance" is being amended by the following:

Table 2
Insurance Requirements

Type of Insurance	Amount of Coverage
Commercial General Liability Insurance	Not Less Than: \$600,000 each occurrence
Business Automobile Policy	Not Less Than: \$600,000 combined single limit
Workers' Compensation	Not Less Than: Statutory
All Risk Builder's Risk Insurance (For building-facilities contracts only)	100% of Contract Price

Special Provision to Item 5

Control of the Work



Item 5, "Control of the Work," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 5.1, "Authority of Engineer," is voided and replaced by the following.

The Engineer has the authority to observe, test, inspect, approve, and accept the work. The Engineer decides all questions about the quality and acceptability of materials, work performed, work progress, Contract interpretations, and acceptable Contract fulfillment. The Engineer has the authority to enforce and make effective these decisions.

The Engineer acts as a referee in all questions arising under the terms of the Contract. The Engineer's decisions will be final and binding.

The Engineer will pursue and document actions against the Contractor as warranted to address Contract performance issues. Contract remedies include, but are not limited to, the following:

- conducting interim performance evaluations requiring a Project Recovery Plan, in accordance with Title 43, Texas Administrative Code (TAC) §9.23,
- requiring the Contractor to remove and replace defective work, or reducing payment for defective work,
- removing an individual from the project,
- suspending the work without suspending working day charges,
- assessing standard liquidated damages to recover the Department's administrative costs, including additional project-specific liquidated damages when specified in the Contract in accordance with 43 TAC §9.22,
- withholding estimates,
- declaring the Contractor to be in default of the Contract, and
- in case of a Contractor's failure to meet a Project Recovery Plan, referring the issue directly to the Performance Review Committee for consideration of further action against the Contractor in accordance with 43 TAC §9.24.

The Engineer will consider and document any events outside the Contractor's control that contributed to the failure to meet performance standards, including consideration of sufficient time.

Follow the issue escalation ladder if there is disagreement regarding the application of Contract remedies.

Special Provision to Item 5

Control of the Work



Item 5, "Control of the Work" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 5.4, "Coordination of Plans, Specifications, and Special Provisions," the last sentence of the last paragraph is replaced by the following:

Failure to promptly notify the Engineer will constitute a waiver of all contract claims against the Department for misunderstandings or ambiguities that result from the errors, omissions, or discrepancies.

Special Provision to Item 6

Control of Materials



Item 6, "Control of Materials" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 6.10., "Hazardous Materials," is voided and replaced by the following:

Comply with the requirements of Article 7.12., "Responsibility for Hazardous Materials."

Notify the Engineer immediately when a visual observation or odor indicates that materials on sites owned or controlled by the Department may contain hazardous materials. Except as noted herein, the Department is responsible for testing, removing, and disposing of hazardous materials not introduced by the Contractor. The Engineer may suspend work wholly or in part during the testing, removing, or disposing of hazardous materials, except in the case where hazardous materials are introduced by the Contractor.

Use materials that are free of hazardous materials. Notify the Engineer immediately if materials are suspected to contain hazardous materials. If materials delivered to the project by the Contractor are suspected to contain hazardous materials, have an approved commercial laboratory test the materials for the presence of hazardous materials as approved. Remove, remediate, and dispose of any of these materials found to contain hazardous materials. The work required to comply with this section will be at the Contractor's expense if materials are found to contain hazardous materials. Working day charges will not be suspended and extensions of working days will not be granted for activities related to handling hazardous material introduced by the Contractor. If suspected materials are not found to contain hazardous materials, the Department will reimburse the Contractor for hazardous materials testing and will adjust working day charges if the Contractor can show that this work impacted the critical path.

10.1. Painted Steel Requirements. Coatings on existing steel contain hazardous materials unless otherwise shown on the plans. Remove paint and dispose of steel coated with paint containing hazardous materials in accordance with the following:

10.1.1. Removing Paint From Steel For contracts that are specifically for painting steel, Item 446, "Field Cleaning and Painting Steel" will be included as a pay item. Perform work in accordance with that item.

For projects where paint must be removed to allow for the dismantling of steel or to perform other work, the Department will provide for a separate contractor (third party) to remove paint containing hazardous materials prior to or during the Contract. Remove paint covering existing steel shown not to contain hazardous materials in accordance with Item 446, "Field Cleaning and Painting Steel."

10.1.2. Removal and Disposal of Painted Steel. For steel able to be dismantled by unbolting, paint removal will not be performed by the Department. The Department will remove paint, at locations shown on the plans or as agreed, for the Contractor's cutting and dismantling purposes. Utilize Department cleaned locations for dismantling when provided or provide own means of dismantling at other locations.

Painted steel to be retained by the Department will be shown on the plans. For painted steel that contains hazardous materials, dispose of the painted steel at a steel recycling or smelting facility unless otherwise shown on the plans. Maintain and make available to the Engineer invoices and other records obtained from the facility showing the received weight of the steel and the facility name. Dispose of steel that does not contain hazardous material coatings in accordance with federal, state and local regulations.

10.2. Asbestos Requirements. The plans will indicate locations or elements where asbestos containing materials (ACM) are known to be present. Where ACM is known to exist or where previously unknown ACM has been found, the Department will arrange for abatement by a separate contractor prior to or during the Contract. Notify the Engineer of proposed dates of demolition or removal of structural elements with ACM at least 60 days before beginning work to allow the Department sufficient time for abatement.

The Department of State Health Services (DSHS), Asbestos Programs Branch, is responsible for administering the requirements of the National Emissions Standards for Hazardous Air Pollutants, 40 CFR Part 61, Subpart M and the Texas Asbestos Health Protection Rules (TAHPR). Based on EPA guidance and regulatory background information, bridges are considered to be a regulated "facility" under NESHAP. Therefore, federal standards for demolition and renovation apply.

The Department is required to notify the DSHS at least 10 working days (by postmarked date) before initiating demolition or renovation of each structure or load bearing member shown on the plans. If the actual demolition or renovation date is changed or delayed, notify the Engineer in writing of the revised dates in sufficient time to allow for the Department's notification to DSHS to be postmarked at least 10 days in advance of the actual work.

Failure to provide the above information may require the temporary suspension of work under Article 8.4., "Temporary Suspension of Work or Working Day Charges," due to reasons under the control of the Contractor. The Department retains the right to determine the actual advance notice needed for the change in date to address post office business days and staff availability.

10.3. Lead Abatement. Provide traffic control as shown on the plans, and coordinate and cooperate with the third party and the Department for managing or removing hazardous materials. Work for the traffic control shown on the plans and coordination work will not be paid for directly but will be subsidiary to pertinent Items.

Special Provision to Item 006

Control of Materials



Item 6, “Control of Materials” of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 1.1, “Buy America,” The section is removed and replaced by the following:

Comply with the latest provisions of Build America, Buy America Act (BABA Act) of the Bipartisan Infrastructure Law which restricts funds being made available from Federal financial assistance programs unless all the iron products, steel products, manufactured products, and construction materials used in the project are produced in the United States. Use steel or iron products, manufactured products, or construction materials produced in the United States except when:

- a waiver exists exempting the material from Buy America compliance
- the cost of materials, including delivery, does not exceed 0.1% of the total Contract cost or \$2,500, whichever is greater,
- the Contract contains an alternate item for a foreign source product and the Contract is awarded based on the alternate item, or
- the materials are temporarily installed.

For construction materials submit a notarized original of TxDOT Construction Material Buy America Certification Form (Department Form 2806) with the proper attachments for verification of compliance.

Construction Materials are classified as an article, material, or supply—other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives—that is or consists primarily of:

- Non-ferrous metals,
- plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables),
- Glass (including optic glass)
- Lumber, or
- Drywall.

Details shown on the plans provide additional clarification on Buy America requirements for this project.

For steel or Iron materials submit a notarized original of the FORM D-9-USA-1 (Department Form 1818) with the proper attachments for verification of compliance. For Steel or Iron materials the manufacturing process includes any process that modifies the chemical content, physical shape or size, or final finish of a product. The manufacturing process begins with initial melting and mixing and continues through fabrication (cutting, drilling, welding, bending, etc.) and coating (paint, galvanizing, epoxy, etc.).

Article 4., “Sampling, Testing, and Inspection,” is supplemented by the following:

Meet with the Engineer and choose either the Department or a Department-selected Commercial Lab (CL) for conducting the subset of project-level sampling and testing shown in Table 1, “Select Guide Schedule Sampling and Testing.” Selection may be made on a test by test basis. CLs will meet the testing turnaround times shown (includes test time and time for travel and sampling and reporting) and in all cases issue test reports as soon as possible.

If the Contractor chooses a Department-selected CL for any Table 1 sampling and testing:

- notify the Engineer, District Lab, and the CL of project scheduling that may require CL testing;
- provide the Engineer, District Lab, and CL at least 24 hours' notice by phone or e-mail;
- reimburse the Department for CL Table 1 testing using the contract fee schedule for the CL (including mileage, travel, and stand ime) at the minimum guide schedule testing frequencies;
- reimburse the Department for CL Table 1 testing above the minimum guide schedule frequencies for retesting when minimum frequency testing results in failures to meet specification limits;
- agree with the Engineer and CL upon a policy regarding notification for testing services;
- give any cancellation notice to the Engineer, District Lab, and CL by phone or e-mail;
- reimburse the Department a \$150 cancellation fee to cover technician time and mileage charges for previously scheduled work cancelled without adequate notice, which resulted in mobilization of technician and/or equipment by the CL; and
- all CL charges will be reimbursed to the Department by a deduction from the Contractor's monthly pay estimate.

If the CL does not meet the Table 1 turnaround times, testing charge to the Contractor will be reduced by 50% for the first late day and an additional 5% for each succeeding late day.

Approved CL project testing above the minimum testing frequencies in the Guide Schedule of Sampling and Testing, and not as the result of failing tests, will be paid by the Department.

Other project-level Guide Schedule sampling and testing not shown on Table 1 will be the responsibility of the Department.

Table 1
Select Guide Schedule Sampling and Testing (Note 1)

TxDOT Test	Test Description	Turn-Around Time (Calendar days)
SOILS/BASE		
Tex-101-E	Preparation of Soil and Flexible Base Materials for Testing (included in other tests)	
Tex-104-E	Liquid Limit of Soils (included in 106-E)	
Tex-105-E	Plastic Limit of Soils (included in 106-E)	
Tex-106-E	Calculating the Plasticity Index of Soils	7
Tex-110-E	Particle Size Analysis of Soils	6
Tex-113-E	Moisture-Density Relationship of Base Materials	7
Tex-114-E	Moisture-Density Relationship of Subgrade and Embankment Soil	7
Tex-115-E	Field Method for In-Place Density of Soils and Base Materials	2
Tex-116-E	Ball Mill Method for the Disintegration of Flexible Base Material	5
Tex-117-E, Part II	Triaxial Compression Tests For Disturbed Soils and Base Materials (Part II)	6
Tex-113-E w/ Tex-117-E	Moisture-Density Relationship of Base Materials with Triaxial Compression Tests For Disturbed Soils and Base Materials (Part II)	10
Tex-140-E	Measuring Thickness of Pavement Layer	2
Tex-145-E	Determining Sulfate Content in Soils - Colorimetric Method	4
HOT MIX ASPHALT		
Tex-200-F	Sieve Analysis of Fine and Coarse Aggregate (dry, from ignition oven with known correction factors)	1 (Note 2)
Tex-203-F	Sand Equivalent Test	3
Tex-206-F , w/ Tex-207-F , Part I, w/ Tex-227-F	(Lab-Molded Density of Production Mixture – Texas Gyratroy) Method of Compacting Test Specimens of Bituminous Mixtures with Density of Compacted Bituminous Mixtures, Part I - Bulk Specific Gravity of Compacted Bituminous Mixtures, with Theoretical Maximum Specific Gravity of Bituminous Mixtures	1 (Note 2)
Tex-207-F , Part I &/or Part VI	(In-Place Air Voids of Roadway Cores) Density of Compacted Bituminous Mixtures, Part I - Bulk Specific Gravity of Compacted Bituminous Mixtures &/or Part VI - Bulk Specific Gravity of Compacted Bituminous Mixtures Using the Vacuum Method	1 (Note 2)

Tex-207-F , Part V	Density of Compacted Bituminous Mixtures, Part V - Determining Mat Segregation using a Density-Testing Gauge	3
Tex-207-F , Part VII	Density of Compacted Bituminous Mixtures, Part VII - Determining Longitudinal Joint Density using a Density-Testing Gauge	4
Tex-212-F	Moisture Content of Bituminous Mixtures	3
Tex-217-F	Deleterious Material and Decantation Test for Coarse Aggregate	4
Tex-221-F	Sampling Aggregate for Bituminous Mixtures, Surface Treatments, and LRA (included in other tests)	
Tex-222-F	Sampling Bituminous Mixtures (included in other tests)	
Tex-224-F	Determination of Flakiness Index	3
Tex-226-F	Indirect Tensile Strength Test (production mix)	4
Tex-235-F	Determining Draindown Characteristics in Bituminous Materials	3
Tex-236-F (Correction Factors)	Asphalt Content from Asphalt Paving Mixtures by the Ignition Method (Determining Correction Factors)	4
Tex-236-F	Asphalt Content from Asphalt Paving Mixtures by the Ignition Method (Production Mixture)	1 (Note 2)
Tex-241-F w/ Tex-207-F , Part I, w/ Tex-227-F	(Lab-Molded Density of Production Mixture – Superpave Gyrotory) Superpave Gyrotory Compacting of Specimens of Bituminous Mixtures (production mixture) with Density of Compacted Bituminous Mixtures, Part I- Part I - Bulk Specific Gravity of Compacted Bituminous Mixtures, with Theoretical Maximum Specific Gravity of Bituminous Mixtures	1 (Note 2)
Tex-242-F	Hamburg Wheel-Tracking Test (production mix, molded samples)	3
Tex-244-F	Thermal Profile of Hot Mix Asphalt	1
Tex-246-F	Permeability of Water Flow of Hot Mix Asphalt	3
Tex-280-F	Flat and Elongated Particles	3
Tex-530-C	Effect of Water on Bituminous Paving Mixtures (production mix)	4
AGGREGATES		
Tex-400-A	Sampling Flexible Base, Stone, Gravel, Sand, and Mineral Aggregates	3
Tex-410-A	Abrasion of Coarse Aggregate Using the Los Angeles Machine	5
Tex-411-A	Soundness of Aggregate by Use of Sodium Sulfate or Magnesium Sulfate	12
Tex-461-A	Degradation of Coarse Aggregate by Micro-Deval Abrasion	5
CHEMICAL		
Tex-612-J	Acid Insoluble Residue for Fine Aggregate	4
GENERAL		
HMA Production Specialist [TxAPA – Level 1-A] (\$/hr)		
HMA Roadway Specialist [TxAPA – Level 1-B] (\$/hr)		
Technician Travel/Standby Time (\$/hr)		
Per Diem (\$/day – meals and lodging)		
Mileage Rate (\$/mile from closest CL location)		
Note 1– Turn-Around Time includes test time and time for travel/sampling and reporting.		
Note 2 – These tests require turn-around times meeting the governing specifications. Provide test results within the stated turn-around time. CL is allowed one additional day to provide the signed and sealed report.		

Special Provision to Item 7

Legal Relations and Responsibilities



Item 7, "Legal Relations and Responsibilities," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 7.7.2., "Texas Pollutant Discharge Elimination System (TPDES) Permits and Storm Water Pollution Prevention Plans (SWP3)," is voided and replaced by the following:

7.2. Texas Pollution Discharge Elimination System (TPDES) Permits and Storm Water Pollution Prevention Plans (SWP3).

7.2.1. Projects with less than one acre of soil disturbance including required associated project specific locations (PSL's) per TPDES GP TXR 150000.

No posting or filing will be required for soil disturbances within the right of way. Adhere to the requirements of the SWP3.

7.2.2. Projects with one acre but less than five acres of soil disturbance including required associated PSL's per TPDES GP TXR 150000.

The Department will be considered a primary operator for Operational Control Over Plans and Specifications as defined in TPDES GP TXR 150000 for construction activity in the right of way. The Department will post a small site notice along with other requirements as defined in TPDES GP TXR 150000 as the entity of having operational control over plans and specifications for work shown on the plans in the right of way.

The Contractor will be considered a Primary Operator for Day-to-Day Operational Control as defined in TPDES GP TXR 150000 for construction activity in the right of way. In addition to the Department's actions, the Contractor will post a small site notice along with other requirements as defined in TPDES GP TXR 150000 as the entity of having day-to-day operational control of the work shown on the plans in the right of way. This is in addition to the Contractor being responsible for TPDES GP TXR 150000 requirements for on- right of way and off- right of way PSL's. Adhere to all requirements of the SWP3 as shown on the plans. The Contractor will be responsible for Implement the SWP3 for the project site in accordance with the plans and specifications, TPDES General Permit TXR150000, and as directed.

7.2.3. Projects with 5 acres or more of soil disturbance including required associated PSL's per TPDES GP TXR 150000.

The Department will be considered a primary operator for Operational Control Over Plans and Specifications as defined in TPDES GP TXR 150000 for construction activities in the right of way. The Department will post a large site notice, file a notice of intent (NOI), notice of change (NOC), if applicable, and a notice of termination (NOT) along with other requirements per TPDES GP TXR 150000 as the entity having operational control over plans and specifications for work shown on the plans in the right of way.

The Contractor will be considered a primary operator for Day-to-Day Operational Control as defined in TPDES GP TXR 150000 for construction activities in the right of way. In addition to the Department's actions, the Contractor shall file a NOI, NOC, if applicable, and NOT and post a large site notice along with other requirements as the entity of having day-to-day operational control of the work shown on the plans in the right of way. This is in addition to the Contractor

being responsible for TPDES GP TXR 150000 requirements for on- right of way and off- right of way PSL's. Adhere to all requirements of the SWP3 as shown on the plans.

Special Provision to Item 7

Legal Relations and Responsibilities



Item 7, "Legal Relations and Responsibilities" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 19.1., Minimum Wage Requirements for Federally Funded Contracts. The second paragraph is voided and replaced by the following:

Submit electronic payroll records to the Engineer using the Department's payroll system.

Section 19.2., Minimum Wage Requirements for State Funded Contracts. The second paragraph is voided and replaced by the following:

Submit electronic payroll records to the Engineer using the Department's payroll system.

Special Provision to Item 7

Legal Relations and Responsibilities



Item 7, "Legal Relations and Responsibilities," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 7.2.4., "Public Safety and Convenience." The first paragraph is deleted and replaced by the following.

Ensure the safety and convenience of the public and property as provided in the Contract and as directed. Keep existing roadways open to traffic or construct and maintain detours and temporary structures for safe public travel. Manage construction to minimize disruption to traffic. Maintain the roadway in a good and passable condition, including proper drainage and provide for ingress and egress to adjacent property.

If the construction of the project requires the closing of a highway, as directed, coordinate the closure with the Engineer and work to ensure all lanes and ramps possible are available during peak traffic periods before, during, and after significant traffic generator events to avoid any adverse economic impact on the municipalities during:

- dates or events as shown on the plans, and
- other dates as directed.

Special Provision to Item 007

Legal Relations and Responsibilities



Item 7, "Legal Relations and Responsibilities," of the Standard Specifications is amended with respect to the clauses cited below.

Section 2.6., "Barricades, Signs, and Traffic Handling," the first paragraph is voided and replaced by the following:

- 2.6. **Barricades, Signs, and Traffic Handling.** Comply with the requirements of Item 502 "Barricades, Signs, and Traffic Handling," and as directed. Provide traffic control devices that conform to the details shown on the plans, the TMUTCD, and the Department's Compliant Work Zone Traffic Control Device List maintained by the Traffic Safety Division. When authorized or directed, provide additional signs or traffic control devices not required by the plans.

Section 2.6.1., "Contractor Responsible Person and Alternative," is voided and replaced by the following:

- 2.6.1. **Contractor Responsible Person and Alternative.** Designate in writing, a Contractor's Responsible Person (CRP) and an alternate to be the representative of the Contractor who is responsible for taking or directing corrective measures regarding the traffic control. The CRP or alternate must be accessible by phone 24 hr. per day and able to respond when notified. The CRP and alternate must comply with the requirements of Section 2.6.5., "Training."

Section 2.6.2, "Flaggers," the first paragraph is voided and replaced by the following:

- 2.6.2. **Flaggers.** Designate in writing, a flagger instructor who will serve as a flagging supervisor and is responsible for training and assuring that all flaggers are qualified to perform flagging duties. Certify to the Engineer that all flaggers will be trained and make available upon request a list of flaggers trained to perform flagging duties.

Section 2.6.5, "Training," is voided and replaced by the following:

- 2.6.5. **Training.** Train workers involved with the traffic control using Department-approved training as shown on the "Traffic Control Training" Material Producer List.

Coordinate enrollment, pay associated fees, and successfully complete Department-approved training or Contractor-developed training. Training is valid for the period prescribed by the provider. Except for law enforcement personnel training, refresher training is required every 4 yr. from the date of completion unless otherwise specified by the course provider. The Engineer may require training at a frequency instead of the period prescribed based on the Department's needs. Training and associated fees will not be measured or paid for directly but are considered subsidiary to pertinent Items.

Certify to the Engineer that workers involved in traffic control and other work zone personnel have been trained and make available upon request a copy of the certification of completion to the Engineer. Ensure the following is included in the certification of completion:

- name of provider and course title,
- name of participant,
- date of completion, and
- date of expiration.

Where Contractor-developed training or a Department-approved training course does not produce a certification, maintain a log of attendees. Make the log available upon request. Ensure the log is legible and includes the following:

- printed name and signature of participant,
- name and title of trainer, and
- date of training.

2.6.5.1. **Contractor-developed Training.** Develop and deliver Contractor-developed training meeting the minimum requirements established by the Department. The outline for this training must be submitted to the Engineer for approval at the preconstruction meeting. The CRP or designated alternate may deliver the training instead of the Department-approved training. The work performed and materials furnished to develop and deliver the training will not be measured or paid for directly but will be considered subsidiary to pertinent Items.

2.6.5.1.1. **Flagger Training Minimum Requirements.** A Contractor's certified flagging instructor is permitted to train other flaggers.

2.6.5.1.2. **Optional Contractor-developed Training for Other Work Zone Personnel.** For other work zone personnel, the Contractor may provide training meeting the curriculum shown below instead of Department-approved training.

Minimum curriculum for Contractor-provided training is as follows:

Contractor-developed training must provide information on the use of personnel protection equipment, occupational hazards and health risks, and other pertinent topics related to traffic management. The type and amount of training will depend on the job duties and responsibilities. Develop training applicable to the work being performed. Develop training to include the following topics.

- The Life You Save May Be Your Own (or other similar company safety motto).
- Purpose of the training.
 - It's the Law.
 - To make work zones safer for workers and motorist.
 - To understand what is needed for traffic control.
 - To save lives including your own.
- Personal and Co-Worker Safety.
 - **High Visibility Safety Apparel.** Discuss compliant requirements; inspect regularly for fading and reduced reflective properties; if night operations are required, discuss the additional and appropriate required apparel in addition to special night work risks; if moving operations are underway, discuss appropriate safety measures specific to the situation and traffic control plan.
 - **Blind Areas.** A blind area is the area around a vehicle or piece of construction equipment not visible to the operators, either by line of sight or indirectly by mirrors. Discuss the "Circle of Safety" around equipment and vehicles; use of spotters; maintain eye contact with equipment operators; and use of hand signals.
 - **Runovers and Backovers.** Remain alert at all times; keep a safe distance from traffic; avoid turning your back to traffic and if you must then use a spotter; and stay behind protective barriers, whenever possible. Note: It is not safe to sit on or lean against a concrete barrier, these barriers can deflect four plus feet when struck by a vehicle.
 - Look out for each other, warn co-workers.
 - Be courteous to motorists.
 - Do not run across active roadways.
 - Workers must obey traffic laws and drive courteously while operating vehicles in the work zones.
 - Workers must be made aware of company distracted driving policies.
- **Night Time Operations.** Focus should be placed on projects with a nighttime element.

- **Traffic Control Training.** Basics of Traffic Control.
 - Identify work zone traffic control supervisor and other appropriate persons to report issues to when they arise.
 - Emphasize that work zone traffic control devices must be in clean and in undamaged condition. If devices have been hit but not damaged, put back in their correct place and report to traffic control supervisor. If devices have been damaged, replace with new one and report to traffic control supervisor. If devices are dirty, faded or have missing or damaged reflective tape clean or replace and report to traffic control supervisor. Show examples of non-acceptable device conditions. Discuss various types of traffic control devices to be used and where spacing requirements can be found.
 - **Channelizing Devices and Barricades with Slanted Stripes.** Stripes are to slant in the direction you want traffic to stay or move to; demonstrate this with a device.
 - **Traffic Queuing.** Workers must be made aware of traffic queuing and the dangers created by it. Workers must be instructed to immediately notify the traffic control supervisor and other supervisory personnel if traffic is queuing beyond advance warning sign and devices or construction limits.
 - **Signs.** Signs must be straight and not leaning. Report problems to the traffic control supervisor or other as designated for immediate repair. Covered signs must be fully covered. If covers are damaged or out of place, report to traffic control supervisor or other as designated.

Special Provision to Item 8 Prosecution and Progress



Item 8, "Prosecution and Progress" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 8.1., "Prosecution of Work." The first sentence of the first paragraph is voided and replaced by the following:

Begin work 90 calendar days after the authorization date to begin work. Do not begin work before or after this period unless authorized in writing by the Engineer.

Special Provision to Item 8

Prosecution and Progress



Item 8, "Prosecution and Progress" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

This item is supplemented by the following:

9. **Incentive Using Road-User Cost or Contract Administration Liquidated Damage Values and Disincentive Using Road-User Cost.** This special provision is for the application of incentives and disincentives as follows:
- incentives for early Contract completion using contract administration liquidated damage or substantial completion of work ahead of time using daily road-user cost values as basis and
 - disincentives for late substantial completion of work using daily road-user costs.
- Incentive provisions, based on contract administration liquidated damages, will apply when shown on the plans. Incentive provisions, based on road-user cost, will apply when shown on the plans. Disincentive provisions, based on road-user cost, will apply when road-user cost incentive provisions are shown on the plans. The disincentive provisions, based on road-user cost, will also apply when shown separately on the plans (without an associated road-user cost incentive). Definitions are as follows:
- **Contract Completion** - The final acceptance date (day) unless performance, establishment and maintenance periods occur. In the case of performance, establishment and maintenance periods, completion shall be considered when all work is complete and accepted except for performance, establishment and maintenance periods, with time computed to the suspension of time charges for the acceptance process.
 - **Substantial Completion of Work** - The date (day) when all project work (or the work for a specified milestone or phase) requiring lane or shoulder closures or obstructions is completed, and traffic is following the lane arrangement as shown on the plans for the finished roadway (or the specified milestone or phase of work); all pavement construction and resurfacing are complete; and traffic control devices and pavement markings are in their final position (or as called for on the plans for the specified milestone of work). The Engineer may make an exception for permanent pavement markings provided the lack of markings does not cause a disruption to traffic flow or an unsafe condition for the traveling public, and work zone pavement markings are in place.

When A + B Bidding provisions are included in the Contract, the B working days bid will be considered as the time allowed for completion, contract or substantial as applicable. In addition, the plans will show either the number of working days or a specific date for the purposes of computing substantial completion incentives or disincentives.

Time charge adjustments will be made in accordance with the schedule required to meet Article 8.1, "Prosecution of Work" and Article 8.5, "Project Schedules," the proposal, and the plans. For Contracts with milestone dates, time charges for the completion incentives and disincentives will not be adjusted for weather, weekends, holidays, or other unforeseeable events not under the control or responsibility of the Department. However, time charges for completion incentives or disincentives may be adjusted by the Engineer when;

- work, under the control of the Department, such as extension of limits or changes in scope, change the actual duration of completion,

- delays occur due to unadjusted utilities or unclear right-of-way when clearance is not the responsibility of the Contractor, or
- catastrophic events occur, such as a declared state of emergency or natural disaster, if the event directly affects the Contractor's prosecution.

- 9.1. **Incentives.** When shown on the plans and in accordance with the Contract, the Department will pay an incentive for the early Contract completion or substantial completion of work under the number of working days stipulated in the Contract. The maximum number of working days used in computing the credit will be 30 days for each milestone and Contract completion incentive unless otherwise shown in the Contract. The amount of the credit will be added to money due or to become due to the Contractor.
- 9.1.1. **Early Contract Completion Incentive.** The incentive will be based on the difference between the actual early Contract completion days and the Contract completion days in the Contract. The difference will then be multiplied by the daily contract administration liquidated damage value shown in the proposal.
- 9.1.2. **Early Substantial Completion of Work Incentive.** The incentive will be based on the differences between the actual early substantial completion of work and the Contract days allowed to substantially complete the work (or the specified milestone or phase of work). The difference will then be multiplied by the daily road-user cost values specified for substantial Contract completion (or road-user cost specified for the corresponding milestone or phase of work).
- 9.2. **Disincentives for Failure to Substantially Complete Work on Time.** When shown on the plans and in accordance with the Contract, failure to substantially complete the work (or specified milestone or phase of work) within the established number of working days will result in the assessment of disincentives using the daily road-user cost shown on the plans for each working day in excess of those allowed. The road-user cost disincentive deductions will be in addition to any Contract administration liquidated damages, in accordance with Article 8.6, "Failure to Complete Work on Time." The amount of the disincentive will be deducted from money due or to become due to the Contractor. The road-user cost disincentives will be assessed not as a penalty, but for added expense incurred by the traveling public.

Special Provision to Item 8 Prosecution and Progress



Item 8, "Prosecution and Progress" of the Standard Specification is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 8.2., "Subcontracting," is supplemented by the following paragraph, which is added as paragraph six to this article:

The Contractor certifies by signing the Contract that the Contractor will not enter into any subcontract with a subcontractor that is not registered in the Department of Homeland Security's (DHS) E-Verify system. Require that all subcontractors working on the project register and require that all subcontractors remain active in the DHS E-Verify system until their work is complete on the project.

Special Provision to Item 8 Prosecution and Progress



Item 8, "Prosecution and Progress" of the Standard Specifications is amended with respect to the clause cited below. No other clauses or requirements of this Item are waived or changed.

Article 8.7.2., "Wrongful Default," is revised and replaced by the following:

If it is determined after the Contractor is declared in default, that the Contractor was not in default, the rights and obligations of all parties will be the same as if termination had been issued for the convenience of the public as provided in Article 8.8 "Termination of Contract."

Special Provision to Item 009

Measurement and Payment



Item 009 "Measurement and Payment" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 9.5., "PROGRESS PAYMENTS" is supplemented with the following:

It is the Department's desire to pay a Contractor for work through the last working day of the month; however, the use of early cut-off dates for monthly estimates and MOH is a project management practice to manage workload at the Area Office level. Approval for using early cut-off dates is at the District's discretion. The earliest cut-off date for estimates is the 25th of the month.

Article 9.6., "PAYMENT FOR MATERIAL ON HAND (MOH)" first paragraph is amended as follows:

If payment for MOH is desired, request compensation for the invoice cost of acceptable nonperishable materials that have not been used in the work before the request, and that have been delivered to the work location or are in acceptable storage places. Nonperishable materials are those that do not have a shelf life or whose characteristics do not materially change when exposed to the elements. Include only materials that have been sampled, tested, approved, or certified, and are ready for incorporation into the work. Only materials which are completely constructed or fabricated on the Contractor's order for a specific Contract and are so marked and on which an approved test report has been issued are eligible. Payment for MOH may include the following types of items: concrete traffic barrier, precast concrete box culverts, concrete piling, reinforced concrete pipe, and illumination poles. Any repairs required after fabricated materials have been approved for storage will require approval of the Engineer before being made and will be made at the Contractor's expense. Include only those materials and products, when cumulated under an individual item or similar bid items, that have an invoice cost of at least \$1,000 in the request for MOH payment (e.g. For MOH eligibility, various sizes of conductor are considered similar bid items and may be cumulated to meet the threshold; for small roadside signs, the sign supports, mounting bolts, and the sign face is considered one bid item or similar bid items for more than one pay item for sign supports.) Requests for MOH are to be submitted at least two days before but not later than the estimate cutoff date unless otherwise agreed. If there is a need to request MOH after the established cut-off date, the district can make accommodation as the need arises. This needed accommodation is to be the exception, though, and not the rule.

Special Provision to Item 9 Measurement and Payment



Item 9, "Measurement and Payment" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 9.7.1.4.3., "Standby Equipment Costs," is voided and replaced by the following:

7.1.4.3. **Standby Equipment Costs.** Payment for standby equipment will be made in accordance with Section 9.7.1.4., "Equipment," except that the 15% markup will not be allowed and that:

Section 7.1.4.3.1., "Contractor-Owned Equipment," is voided and replaced by the following:

7.1.4.3.1. **Contractor-Owned Equipment.** For Contractor-owned equipment:

- Standby will be paid at 50% of the monthly Equipment Watch rate after the regional and age adjustment factors have been applied. Operating costs will not be allowed. Calculate the standby rate as follows.

$$\text{Standby rate} = (\text{FHWA hourly rate} - \text{operating costs}) \times 50\%$$

- If an hourly rate is needed, divide the monthly *Equipment Watch* rate by 176.
- No more than 8 hr. of standby will be paid during a 24-hr. day period, nor more than 40 hr. per week.
- Standby costs will not be allowed during periods when the equipment would have otherwise been idle.

Special Provision to Item 247

Flexible Base



Item 247, "Flexible Base" of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 2.4., "Certification." This section is added.

Personnel certified by the Department-approved soils and base certification program must conduct all sampling, field testing, and laboratory testing required by the following:

- Section 2.1, "Aggregate,"
- Section 2.1.3.2, "Recycled Material (Including Crushed Concrete) Requirements,"
- Section 4.3, "Compaction," for measuring flexible base depth, and
- Section 4.3.2, "Density Control," for determining the roadway density and moisture content.

Supply the Engineer with a list of certified personnel and copies of their current certificates before laboratory and field testing is performed and when personnel changes are made. At any time during the project, the Engineer may perform production tests as deemed necessary in accordance with Item 5, "Control of the Work."

Section 2.5., "Reporting and Responsibilities." This section is added.

Use Department-provided templates to record and calculate all test data. Obtain the current version of the templates at <http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html> or from the Engineer. The Engineer and the Contractor will provide any available test results to the other party when requested. Record and electronically submit all test results and pertinent information on Department-provided templates.

Section 2.6., "Sampling." This section is added.

The Engineer will sample flexible base from stockpiles located at the production site or at the project location in accordance with [Tex-400-A](#), Section 5.3. The Engineer will label the sample containers as "Engineer," "Contractor" or "Supplier," and "CST/M&P." Witness the sampling and take immediate possession of the sample containers labeled "Contractor" or "Supplier." The Engineer will maintain custody of the samples labeled "CST/M&P" until testing and reporting is completed.

Section 2.7., "Referee Testing." This section is added.

CST/M&P is the referee laboratory. The Contractor may request referee testing when the Engineer's test results fail to meet any of the material requirements listed in Table 1. Make the request via email within 5 working days after receiving test results from the Engineer. Submit test reports signed and sealed by a licensed professional engineer from a commercial laboratory listed on the Department's Material Producer List (MPL) of laboratories approved to perform compaction and triaxial compression testing located at <http://ftp.dot.state.tx.us/pub/txdot-info/cmd/mpl/complabs.pdf>. Submit completed test reports electronically on Department-provided templates in their original format. The referee laboratory will report test results to the Engineer within the allowable number of working days listed in Table 2 from the time the referee laboratory receives the samples. It is at the discretion of the Engineer or the referee laboratory to deny a referee request upon review of the test reports provided by the Contractor.

Table 2
Number of Allowable Working Days to Report Referee Test Results

Material Property	Test Method	Working Days
Gradation	Tex-110-E, Part I	5
Liquid Limit (Multi-Point Method)	Tex-104-E, Part I	5
Plasticity Index	Tex-106-E	5
Wet Ball Mill Value	Tex-116-E, Parts I and II	5
Wet Ball Mill, % Increase passing #40 sieve		
Compressive Strength ¹	Tex-117-E, Part II	6
Compressive Strength ²	Tex-117-E	12

1. Moisture-Density curve provided by the District
2. Moisture-Density curve determined by the referee laboratory

Section 4.6., “Ride Quality.” This section is voided and replaced by the following.

Measurement of ride quality only applies to the final travel lanes that receive a 1- or 2-course surface treatment for the final riding surface, unless otherwise shown on the plans. Measure the ride quality of the base course either before or after the application of the prime coat, as directed, and before placement of the surface treatment. Use a certified profiler operator from the Department’s MPL. When requested, furnish the Engineer documentation for the person certified to operate the profiler.

Provide all profile data to the Engineer in electronic data files within 3 days of measuring the ride quality using the format specified in [Tex-1001-S](#). The Engineer will use Department software to evaluate longitudinal profiles to determine areas requiring corrective action. Correct 0.1-mi.sections for each wheel path having an average international roughness index (IRI) value greater than 100 in. per mile to an IRI value of 100 in. per mile or less, unless otherwise shown on the plans.

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

Special Provision to Item 300 Asphalt, Oils, and Emulsions



Item 300, "Asphalt, Oils, and Emulsions" of the Standard Specifications is replaced by Special Specification [3096](#), "Asphalts, Oils, and Emulsions." All Item 300 Special Provisions are no longer available, beginning with the April 2022 letting.

Special Provision to Item 302

Aggregates for Surface Treatments



Item 302, "Aggregates for Seal Coats," of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 2.1., "Aggregate." Tables 2 and 3 are voided and replaced by the following.

Table 2
Aggregate Gradation Requirements (Cumulative % Retained¹)

Sieve	Grade								
	1	2	3S ²	3		4S ²	4	5S ²	5
				Non-Lightweight	Lightweight				
1"	-	-	-	-	-	-	-	-	-
7/8"	0-2	0	-	-	-	-	-	-	-
3/4"	20-35	0-2	0	0	0	-	-	-	-
5/8"	85-100	20-40	0-5	0-5	0-2	0	0	-	-
1/2"	-	80-100	55-85	20-40	10-25	0-5	0-5	0	0
3/8"	95-100	95-100	95-100	80-100	60-80	60-85	20-40	0-5	0-5
1/4"	-	-	-	95-100	95-100	-	-	65-85	-
#4	-	-	-	-	-	95-100	95-100	95-100	50-80
#8	99-100	99-100	99-100	98-100	98-100	98-100	98-100	98-100	98-100

1. Round test results to the nearest whole number.
2. Single-size gradation.

Table 3
Aggregate Quality Requirements

Property	Test Method	Requirement ¹	
		Minimum	Maximum
SAC	AQMP	As shown on the plans	
Deleterious Material ² , %	Tex-217-F , Part I	-	2.0
Decantation, %	Tex-406-A	-	1.5
Flakiness Index, %	Tex-224-F	-	17
Gradation	Tex-200-F , Part I	Table 2 Requirements	
Los Angeles Abrasion, %	Tex-410-A	-	35
Magnesium Sulfate Soundness, 5 Cycle, %	Tex-411-A	-	25
Micro-Deval Abrasion, %	Tex-461-A	Note 3	
Coarse Aggregate Angularity ⁴ , 2 Crushed Faces, %	Tex-460-A , Part I	85	-
Additional Requirements for Lightweight Aggregate			
Dry Loose Unit Wt., lb./cu. ft.	Tex-404-A	35	60
Pressure Slaking, %	Tex-431-A	-	6.0
Freeze-Thaw Loss, %	Tex-432-A	-	10.0
Water Absorption, 24hr., %	Tex-433-A	-	12.0

1. Material requirements are listed below, unless otherwise shown on the plans.
2. Not required for lightweight aggregate.
3. Used to estimate the magnesium sulfate soundness loss in accordance with Section 2.1.1.
4. Only required for crushed gravel.

Section 2.1.1., “Micro-Deval Abrasion,” is added.

The Engineer will perform a minimum of one Micro-Deval abrasion test in accordance with [Tex-461-A](#) for each coarse aggregate source per project that has a Rated Source Soundness Magnesium (RSSM) loss value greater than 15 as listed in the BRSQC. The Engineer may waive all Micro-Deval testing based on a satisfactory test history of the same aggregate source.

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

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

where:

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

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

$RSMD$ = Rated Source Micro-Deval

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

Section 2.2., “Precoating.” The third paragraph is voided and replaced by the following.

The Engineer retains the right to remove precoat material from aggregate samples in accordance with [Tex-210-F](#), or as recommended by the Construction Division, and test the aggregate to verify compliance with Table 2 and Table 3 requirements. Gradation testing may be performed with precoat intact.

Section 2.3., “Sampling,” is added.

Personnel who conduct sampling and witnessing of sampling must be certified by the Department-approved certification program. Supply the Engineer with a list of certified personnel and copies of their current certificates before beginning construction and when personnel changes are made. At any time during the project, the Engineer may perform production tests as deemed necessary in accordance with Item 5, “Control of the Work.”

The Engineer will sample aggregate from stockpiles located at the production site, intermediate distribution site, or project location in accordance with [Tex-221-F](#), Section 3.2.3. The Engineer will split each sample into 2 equal portions in accordance with [Tex-200-F](#), Section 3.3, and label these portions “Engineer” and “Contractor” or “Supplier.” Witness the sampling and splitting, and take immediate possession of the samples labeled “Contractor” or “Supplier”.

Section 2.4., “Reporting and Responsibilities,” is added.

The Engineer will provide test results to the Contractor and Supplier within 10 working days from the date the stockpile was sampled for sources listed on the Department’s Bituminous Rated Source Quality Catalog (BRSQC), unless otherwise directed. The Engineer will provide test results for the LA Abrasion ([Tex-410-A](#)) and Magnesium Sulfate Soundness ([Tex-411-A](#)) tests within 30 calendar days for sources not listed on the BRSQC, or for sources not meeting the requirements of Section 2.1.1., “Micro-Deval Abrasion.” The Engineer will report to the other party within 24 hours when any test result does not meet the requirements listed in Table 2 or Table 3.

Special Provision to Item 316

Seal Coat



Item 316, "Seal Coat" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 4.8, "Asphalt Placement" is supplemented by the following:

4.8.5. Collect all samples in accordance with Tex-500-C, "Sampling Bituminous Materials, Pre-Molded Joint Fillers, and Joint Sealers" from the distributor and with witness by the Engineer.

At least once per project, collect split samples of each binder grade and source used. The Engineer will submit one split sample to MTD for testing and retain the other split sample.

In addition, collect one sample of each binder grade and source used on the project for each production day. The Engineer will retain these samples.

The Engineer will keep all retained samples for one yr., for hot-applied binders and cutback asphalts; or for two mo., for emulsified asphalts. The Engineer may submit retained samples to MTD for testing as necessary or as requested by MTD.

Special Provision to Item 334

Hot-Mix Cold-Laid Asphalt Concrete Pavement



Item 334, "Hot-Mix Cold-Laid Asphalt Concrete Pavement," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed hereby.

Section 334.4.1.2., "Job-Mix Formula Approval," Table 5, is voided and replaced by the following:

Table 5
Laboratory Mixture Design Properties

Property	Test Method	Requirement
Target laboratory-molded density, % ¹	Tex-207-F	94.0 ± 1.5
Hveem stability, Min	Tex-208-F	35
Hydrocarbon-volatile content, %, Max	Tex-213-F	0.6
Moisture content, %, Max ²	Tex-212-F	1.0
Boil test, %, Max ³	Tex-530-C	10

1. Unless otherwise shown on the plans.
2. Unless otherwise approved.
3. Limit may be increased or eliminated when approved.

Special Provision to Item 340 Dense-Graded Hot-Mix (Small Quantity)



Item 340, "Dense-Graded Hot-Mix (Small Quantity)" of the Standard Specifications is replaced by Special Specification [3076](#), "Dense-Graded Hot-Mix Asphalt," Section 4.9.4., "Exempt Production." All Item 340 Special Provisions and bid codes are no longer available, beginning with the February 2022 letting.

Special Provision to Item 341

Dense-Graded Hot-Mix Asphalt



Item 341, "Dense-Graded Hot-Mix Asphalt" of the Standard Specifications is replaced by Special Specification [3076](#), "Dense-Graded Hot-Mix Asphalt." All Item 341 Special Provisions and bid codes are no longer available, beginning with the February 2020 letting.

Special Provision to Item 342 Permeable Friction Course (PFC)



Item 342, "Permeable Friction Course (PFC)" of the Standard Specifications is replaced by Special Specification [3079](#), "Permeable Friction Course." All Item 342 Special Provisions and bid codes are no longer available, beginning with the April 2022 letting.

Special Provision to Item 346

Stone-Matrix Asphalt



Item 346, "Stone-Matrix Asphalt" of the Standard Specifications is replaced by Special Specification [3080](#), "Stone-Mix Asphalt." All Item 346 Special Provisions and bid codes are no longer available, beginning with the April 2022 letting.

Special Provision to Item 347 Thin Overlay Mixture (TOM)



Item 347, "Thin Overlay Mixture (TOM)" of the Standard Specifications is replaced by Special Specification [3081](#), "Thin Overlay Mixture (TOM)". All Item 347 Special Provisions and bid codes are no longer available, beginning with the April 2022 letting.

Special Provision to Item 348 Thin Bonded Friction Courses



Item 348, "Thin Bonded Friction Courses" of the Standard Specifications is replaced by Special Specification [3082](#), "Thin Bonded Friction Courses." All Item 348 Special Provisions and bid codes are no longer available, beginning with the April 2022 letting.

Special Provision to Item 420

Concrete Substructure



Item 420, "Concrete Substructures" of the Standard Specifications is amended with respect to the clause cited below. No other clauses or requirements of this Item are waived or changed.

Article 420.6., "Payment." The first paragraph is replaced by the following:

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for the class of concrete and element identified and by the special designation when appropriate. This price is full compensation for furnishing, hauling, and mixing concrete materials; furnishing, bending, fabricating, splicing, welding and placing the required reinforcement; clips, blocks, metal spacers, ties, wire, or other materials used for fastening reinforcement in place; placing, finishing, and curing concrete; mass placement controls; applying ordinary surface finish; furnishing and placing drains, metal flashing strips, and expansion-joint material; excavation, subgrade preparation; and forms and falsework, equipment, labor, tools, and incidentals.

Special Provision to Item 421

Hydraulic Cement Concrete



Item 421, "Hydraulic Cement Concrete" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 421.2., "Materials," the second sentence of the first paragraph is voided and replaced by the following.

Provide aggregates from sources listed in the Department's Concrete Rated Source Quality Catalog (CRSQC).

Article 421.2.2., Supplementary Cementing Materials (SCM), is voided and replaced with the following.

Supplementary Cementing Materials (SCM).

- **Fly Ash.** Furnish fly ash, Modified fly ash (MFA), and Ground Bottom Ash (GBA) conforming to [DMS-4610](#), "Fly Ash."
- **Slag Cement.** Furnish Slag Cement conforming to [DMS-4620](#), "Slag Cement."
- **Silica Fume.** Furnish silica fume conforming to [DMS-4630](#), "Silica Fume."
- **Metakaolin.** Furnish metakaolin conforming to [DMS-4635](#), "Metakaolin."

Article 421.3.1.3., "Agitators and Truck and Stationary Mixers," the first paragraph is voided and replaced by the following.

Provide stationary and truck mixers capable of combining the ingredients of the concrete into a thoroughly mixed and uniform mass and capable of discharging the concrete so that the requirements of [Tex-472-A](#) are met.

Article 421.3.1.3., "Agitators and Truck and Stationary Mixers," is supplemented with the following.

Truck mixers with automated water and chemical admixture measurement and slump and slump flow monitoring equipment meeting the requirement of ASTM C 94 will be allowed. Provide data every 6 mo. substantiating the accuracy of slump, slump flow, temperature, water, and chemical admixture measurements. The slump measured by the automated system must be within 1 in. of the slump measured in accordance with [Tex-415-A](#). The concrete temperature measured by the automated system must be within 1°F of concrete temperature measured in accordance with [Tex-422-A](#). The Engineer will not use the automated measurements for acceptance.

Article 421.4.2, "Mix Design Proportioning," Table 8 is voided and replaced by the following.

Table 8
Concrete Classes

Class of Concrete	Design Strength, ¹ Min f'_c (psi)	Max w/cm Ratio	Coarse Aggregate Grades ^{2,3,4}	Cement Types	Mix Design Options	Exceptions to Mix Design Options	General Usage ⁵
A	3,000	0.60	1-4, 8	I, II, I/II, IL, IP, IS, IT, V	1, 2, 4, & 7	When the cementitious material content does not exceed 520 lb./cu. yd., any fly ash listed in the MPL may be used at a cement replacement of 20% to 50%.	Curb, gutter, curb & gutter, conc. retards, sidewalks, driveways, back-up walls, anchors, non-reinforced drilled shafts
B	2,000	0.60	2-7				Riprap, traffic signal controller foundations, small roadside signs, and anchors
C ⁶	3,600	0.45	1-6	I, II, I/II, IP, IL, IS, IT, V	1-8		Drilled shafts, bridge substructure, traffic rail, culverts except top slab of direct traffic culverts, headwalls, wing walls, inlets, manholes, traffic barrier
E	3,000	0.50	2-5	I, II, I/II, IL, IP, IS, IT, V	1-8	When the cementitious material content does not exceed 520 lb./cu. yd., any fly ash listed in the MPL may be used at a cement replacement of 20% to 50%.	Seal concrete
F ⁶	Note ⁷	0.45	2-5	I, II, I/II, IP, IL, IS, IT, V			Railroad structures; occasionally for bridge piers, columns, bents, post-tension members
H ⁶	Note ⁷	0.45	3-6	I, II, I/II, III, IP, IL, IS, IT, V	1-4, 8	Mix design options 1-8 allowed for cast-in-place concrete and the following precast elements unless otherwise stated in the plans: <ul style="list-style-type: none"> ■ Bridge Deck Panels, ■ Retaining Wall Systems, ■ Coping, ■ Sound Walls, ■ Wall Columns, ■ Traffic Rail, ■ Traffic Barrier, ■ Long/Arch Span Culverts, and ■ precast concrete products included in Items 462, 464, and 465. Do not use Type III cement in mass placement concrete. Up to 20% of blended cement may be replaced with listed SCMs when Option 4 is used for precast concrete. Options 6, & 7 allowed for cast-in-place Class H concrete.	Precast concrete, post-tension members
S ⁶	4,000	0.45	2-5	I, II, I/II, IP, IL, IS, IT, V	1-8		Bridge slabs, top slabs of direct traffic culverts, approach slabs
P	See Item 360, "Concrete Pavement."	0.50	2-3	I, II, I/II, IL, IP, IS, IT, V	1-8	When the cementitious material content does not exceed 520 lb./cu. yd., any fly ash listed in the MPL may be used at a cement replacement of 20% to 50%.	Concrete pavement

Class of Concrete	Design Strength, ¹ Min f_c (psi)	Max w/cm Ratio	Coarse Aggregate Grades ^{2,3,4}	Cement Types	Mix Design Options	Exceptions to Mix Design Options	General Usage ⁵
CO ⁶	4,600	0.40	6		1-8		Bridge deck concrete overlay
LMC ⁶	4,000	0.40	6-8				Latex-modified concrete overlay
SS ⁶	3,600	0.45	4-6	I, II, I/II, IP, IL, IS, IT, V	1-8	Use a minimum cementitious material content of 658 lb./cu. yd. of concrete. Limit the alkali loading to 4.0 lbs./cu. yd. or less when using option 7.	Slurry displacement shafts, underwater drilled shafts
K ⁶	Note ⁷	0.40	Note ⁷	I, II, I/II, III, IP, IL, IS, IT, V	1-8		Note ⁷
HES	Note ⁷	0.45	Note ⁷	I, IL, II, I/II, III		Mix design options do not apply. 700 lb. of cementitious material per cubic yard limit does not apply.	Concrete pavement, concrete pavement repair
"X" (HPC) <small>6,8,9</small>	Note ¹⁰	0.45	Note ¹⁰	I, II, I/II, III, IP, IL, IS, IT, V	1-4, & 8	Maximum fly ash replacement for Option 3 may be increased to 50%. Up to 20% of a blended cement may be replaced with listed SCMs for Option 4. Do not use Option 8 for precast concrete.	
"X" (SRC) <small>6,8,9</small>	Note ¹⁰	0.45	Note ¹⁰	I/II, II, IP, IL, IS, IT, V	1-4, & 7	When using fly ash, only use fly ashes allowed for SRC as listed in the Fly Ash MPL. Type III-MS may be used where allowed. Type I and Type III cements may be use when fly ashes allowed for SRC as listed in the Fly Ash MPL are used, and with a maximum w/cm of 0.40. Up to 20% of blended cement may be replaced with listed SCMs when Option 4 is used for precast concrete. Use Option 7 for precast concrete where allowed.	

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

Article 421.4.2.2., "Aggregates," is supplemented by the following.

Use the following equation to determine if the aggregate combination meets the sand equivalency requirement when blending fine aggregate or using an intermediate aggregate:

$$\frac{(SE_1 \times P_1) + (SE_2 \times P_2) + (SE_{ia} \times P_{ia})}{100} \geq 80\%$$

where:

SE_1 = sand equivalency (%) of fine aggregate 1

SE_2 = sand equivalency (%) of fine aggregate 2

SE_{ia} = sand equivalency (%) of intermediate aggregate passing the 3/8 in. sieve

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

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

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

Article 421.4.2.3., “Chemical Admixtures,” the second paragraph is voided and replaced with the following.

Use a 30% calcium nitrite solution when a corrosion-inhibiting admixture is required. Dose the admixture at the rate of gallons of admixture per cubic yard of concrete shown on the plans. Use set retarding admixtures, as needed, to control setting time to ensure concrete containing corrosion inhibiting admixtures remain workable for the entire duration of the concrete placement. Perform setting time testing and slump loss testing during trial batch testing.

Article 421.4.2.5., “Slump,” the second paragraph is voided and not replaced. Table 9 is voided and replaced with below:

Table 9
Placement Slump Requirements

General Usage	Placement Slump Range, ^{1,2} in.
Walls (over 9 in. thick), caps, columns, piers	3 to 7
Bridge slabs, top slabs of direct traffic culverts, approach slabs, concrete overlays, latex-modified concrete for bridge deck overlays	3 to 6
Inlets, manholes, walls (less than 9 in. thick), bridge railing, culverts, concrete traffic barrier, concrete pavement (formed)	4 to 6
Precast concrete	4 to 9
Underwater concrete placements	6 to 8-1/2
Drilled shafts, slurry displaced and underwater drilled shafts	See Item 416, “Drilled Shaft Foundations.”
Curb, gutter, curb and gutter, concrete retards, sidewalk, driveways, seal concrete, anchors, riprap, small roadside sign foundations, concrete pavement repair, concrete repair	As approved

1. Maximum slump values may be increase above these values shown using chemical admixtures, provided the admixture treated concrete has the same or lower water-to-cementitious ratio and does not exhibit segregation or excessive bleeding. Request approval to increase slump limits in advance for proper evaluation by the Engineer.
2. For fiber reinforced concrete, perform slump before addition of fibers.

Article 421.4.2.6., “Mix Design Options”, is voided and replaced with the following.

Option 1. Replace cement with at least the minimum dosage listed in the Fly Ash MPL for the fly ash used in the mixture. Do not replace more than 50% of the cement with fly ash.

Option 2. Replace 35% to 50% of the cement with slag cement.

Option 3. Replace 35% to 50% of the cement with a combination of fly ash, slag cement, MFA, metakaolin, or at least 3% silica fume; however, no more than 35% may be fly ash, and no more than 10% may be silica fume.

Option 4. Use Type IP, Type IS, or Type IT cement as allowed in Table 8 for each class of concrete. Up to 10% of a Type IP, Type IS, or Type IT cement may be replaced with fly ash, slag cement, or silica fume. Use no more than 10% silica fume in the final cementitious material mixture if the Type IT cement contains silica fume, and silica fume is used to replace the cement.

Option 5. Option 5 is left intentionally blank.

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

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

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

In the above calculation, use the maximum cement alkali content reported on the cement mill certificate.

Option 8. Use Table 10 when deviating from Options 1–3 or when required by the Fly Ash MPL. Perform required testing annually and submit results to the Engineer. Laboratories performing ASTM C1260, ASTM C1567, and ASTM C1293 testing must be listed on the Department's MPL. Before use of the mix, provide a certified test report signed and sealed by a licensed professional engineer demonstrating the proposed mixture conforms to the requirements of Table 10.

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

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

Table 10
Option 8 Testing and Mix Design Requirements

Scenario	ASTM C1260 Result		Testing Requirements for Mix Design Materials or Prescriptive Mix Design Options
	Mix Design Fine Aggregate	Mix Design Coarse Aggregate	
A	> 0.10%	> 0.10%	Determine the dosage of SCMs needed to limit the 14-day expansion of each aggregate ¹ to 0.10% when tested individually in accordance with ASTM C1567.
B	≤ 0.10%	≤ 0.10%	Use the minimum replacement listed in the Fly Ash MPL, or When Option 8 is listed on the MPL, use a minimum of 40% fly ash with a maximum CaO ² content of 25%, or Use any ternary combination which replaces 35% to 50% of cement.
	≤ 0.10%	ASTM C1293 1 yr. Expansion ≤ 0.04%	Use a minimum of 20% of any fly ash; or Use any ternary combination which replaces 20% to 50% of cement.
C	≤ 0.10%	> 0.10%	Determine the dosage of SCMs needed to limit the 14-day expansion of coarse and intermediate ¹ aggregate to 0.10% when tested individually in accordance with ASTM C1567.
D	> 0.10%	≤ 0.10%	Use the minimum replacement listed in the Fly Ash MPL, or When Option 8 is listed on the MPL, use a minimum of 40% fly ash with a maximum CaO ² content of 25%, or Use any ternary combination which replaces 35% to 50% of cement.
	> 0.10%	ASTM C1293 1 yr. Expansion ≤ 0.04%	Determine the dosage of SCMs needed to limit the 14-day expansion of each fine aggregate to 0.10% when individually tested in accordance with ASTM C1567.

1. Intermediate size aggregates will fall under the requirements of mix design coarse aggregate.
2. Average the CaO content from the previous ten values as listed on the test certificate.

Article 421.4.2.7., "Optimized Aggregate Gradation (OAG) Concrete," the first sentence of the first paragraph is voided and replaced by the following.

The gradations requirements in Table 4 and Table 6 do not apply when OAG concrete is specified or used by the Contractor unless otherwise shown on the plans.

The fineness modulus for fine aggregate listed in Table 5, does not apply when OAG Concrete is used,

Article 421.4.6.2., “Delivering Concrete,” the third paragraph is supplemented by the following.

When truck mixers are equipped with automated water or chemical admixture measurement and slump or slump flow monitoring equipment, the addition of water or chemical admixtures during transit is allowed. Reports generated by this equipment must be submitted to the Engineer daily.

Article 421.4.6.2., “Delivering Concrete,” the fifth paragraph is voided and replaced with the following. Begin the discharge of concrete delivered in truck mixers within the times listed in Table 14. Concrete delivered after these times, and concrete that has not begun to discharge within these times will be rejected

Article 421.4.8.3., “Testing of Fresh Concrete,” is voided and replaced with the following.

Testing Concrete. The Engineer, unless specified in other Items or shown on the plans, will test the fresh and hardened concrete in accordance with the following methods:

- Slump. [Tex-415-A](#);
- Air Content. [Tex-414-A](#) or [Tex-416-A](#);
- Temperature. [Tex-422-A](#);
- Making and Curing Strength Specimens. [Tex-447-A](#);
- Compressive Strength. [Tex-418-A](#);
- Flexural Strength. [Tex-448-A](#); and
- Maturity. [Tex-426-A](#).

Flexural strength and maturity specimens will not be made unless specified in other items or shown on the plans.

Concrete with slump less than minimum required after all addition of water withheld will be rejected, unless otherwise allowed by the Engineer. Concrete with slump exceeding maximum allowed may be used at the contractor’s option. If used, Engineer will make, test, and evaluate strength specimens as specified in Article 421.5., “Acceptance of Concrete.” Acceptance of concrete not meeting air content or temperature requirements will be determined by Engineer. Fresh concrete exhibiting segregation and excessive bleeding will be rejected.

Article 421.4.8.3.1. “Job-Control Testing,” is voided and not replaced.

Special Provision to Item 426

Post-Tensioning



Item 426, "Post-Tensioning" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 2.1., "Prestressing Steel." The first bullet is voided and replaced with the following.

- Seven-wire steel strand meeting [DMS-4500](#), "Steel Strand, Uncoated Seven-Wire Low Relaxation for Prestressed Concrete," or

Section 2.2., "Post-Tensioning System." The second bulleted item is voided and replaced with the following:

- Provide pre-packaged grouts in accordance with [DMS-4670](#), "Grouts for Post-Tensioning." Do not use grouts that exceed the manufacturers' recommended shelf life or 6 mo. after date of manufacture, whichever is less.

Section 4.2., "Required Submittals." The section is voided and replaced with the following.

4.2. **Required Submittals.** Submit information required in this Section for post-tensioned elements, in addition to forming and falsework plans required by Item 420, "Concrete Substructures," and Item 424, "Precast Concrete Structural Members (Fabrication)." Include all necessary construction information in these submittals for cast-in-place and precast construction including, but not limited to the information required in this Section.

4.2.1. **Design Calculations.** Provide design procedures, coefficients, allowable stresses, tendon spacing, and clearances in accordance with the AASHTO LRFD *Bridge Design Specifications* and PTI/ASBI M50 unless otherwise shown on the plans. Submit enough calculations to support the proposed system and method of post-tensioning including friction loss diagrams. When the required jacking force for a particular type of tendon, duct, and configuration is furnished on the plans, design calculations are not required except to adjust for conditions different from those shown on the plans.

4.2.2. **Post-Tensioning Details.** Provide drawings with details that meet the requirements of PTI/ASBI M50 and this Specification.

4.2.3. **Grouting Plan.** Submit for approval written grouting procedures at least four weeks before the start of the element's construction. Include items required by PTI M55.

Include the names of people responsible for PT installation and grouting operations, with the foreman of each grouting crew certified as a PTI Level 2 Bonded PT Field Specialist and ASBI Certified Grouting Technician.

4.2.4. **Stressing Safety Plan.** Provide a plan to protect the public, workers, and Department personnel on and around the vicinity where post-tensioning operations are occurring.

Submit for approval, a detailed safety plan which identifies potential risk associated with post-tensioning operations, including but not limited to:

- tendon alignment,
- temporary shoring,
- ram operations, and
- stand anchorage.

Section 4.3., “Design Calculations.” The section is voided and replaced with the following.

- 4.3. **Packaging, Storing, and Handling of Post-Tensioning Components.** Package, store, and handle post-tensioning steel, grout, duct, and other accessories in accordance with PTI/ASBI M50 and PTI M55 unless otherwise indicated. Acceptance and rejection criteria for strand will follow PTI/ASBI M50 and PTI M55.

The following exceptions apply:

- grout storage onsite will be limited to 30 days unless approval by the Engineer is given in advance of material delivery,
- install grout caps and ensure vents are closed at all times so that water and other contaminants cannot enter the duct before strand installation, and
- do not flush ducts at any time.

Section 4.4., “Packaging, Storing, and Handling of Post-Tensioning Components.” The section is voided and replaced with the following.

- 4.4. **Duct and Prestressing Steel Installation for Post-Tensioning.** Follow PTI/ASBI M50 for duct and prestressing steel installation procedures and requirements unless otherwise specified. Verify that concrete strength requirements on the plans are met for stressing and staged loading of post-tensioned structural elements.

Stress the tendons within seven days of installing the strand in the ducts unless otherwise approved in advance. Follow the tensioning procedure noted in the approved post-tensioning details.

Section 4.5., “Duct and Prestressing Steel Installation for Post-Tensioning.” The section is voided and replaced with the following.

- 4.5. **Grouting.** Grout in accordance with PTI M55.

Grout within 14 days of tendon stressing unless otherwise specified or approved. Obtain approval to extend the grouting time before stressing tendons.

Do not allow the grout temperature to exceed 85°F during mixing and pumping. Do not grout when the ambient temperature is below 35°F. Field-test the grout in accordance with Table 1 during grout installation. Perform field-testing by trained personnel at the Contractor’s expense while witnessed by the Engineer. Pump at the lowest pressure possible that will maintain a continuous flow of grout.

Table1
Requirements for Field-Testing of Grout

Test	Frequency	Requirement
Schupak Pressure Bleed Test (ASTM C1741)	1 per day	Per DMS-4670
Fluidity test (Tex-437-A , Method 2)	2 every 2 hr. 2 min. per day	per DMS-4670
Compressive Strength test (3" × 6" cylinders)	1 per day	per DMS-4670
Mud Balance test (Tex-130-E , Part II) ^{1,2}	2 per day	per PTI M55

1. Take one sample from the mixer and one sample from the farthest duct outlet.
2. Verify wet density is within the range established by the department.

Section 4.6., “Grouting.” The section is voided and not replaced.

Article 5., “MEASUREMENT AND PAYMENT.” The section is voided and replaced with the following.

5. **MEASUREMENT**

This Item will be measured by the each PT element or member. An element or member is defined by one of the following individual components.

- PT Cap

- PT Column
- PT Bent
- Other elements shown in the plans.

The PT may extend into other elements which is subsidiary to the main element being post-tensioned.

6.

PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "PT" for the member type shown on the plans. This price is full compensation for submittals, mock-ups, prestressing steel, post-tensioning, ducts, grout fittings, grout, end anchorages, bearing plates, equipment, labor, materials, tools, and incidentals. Materials furnished for testing will not be paid for directly.

Post-tensioning of precast members, tensioned at a fabrication plant, will not be paid for directly but will be subsidiary to pertinent Items.

Special Provision to Item 427

Surface Finishes for Concrete



Item 427, "Surface Finishes for Concrete" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 427.2.1 "Coatings," is supplemented with the following:

Epoxy Waterproofing. Provide Type X Epoxy per [DMS-6100](#) "Epoxies and Adhesives." Match color of coating with Federal Standard 595C color 35630, concrete gray, unless otherwise shown on the plans.

Article 427.4.2.2 "Application," is supplemented with the following:

Epoxy Waterproofing. Mix epoxy per manufacturer's instructions. Apply the coating on a dry surface at a maximum application rate of 100 sq. ft per gallon. Apply a thin uniform film of mixed epoxy to the substrate by the use of a short nap roller or brush. The epoxy may be sprayed following the thinning requirements of the manufacturer. No more than 15% reduction is permitted.

Match the color of the applied coating with the color standard shown on the plans. Apply when ambient temperature is between 50°F and 100°F.

Article 427.6 "Payment," the second paragraph is voided and replaced in its entirety with:

When a surface finish for concrete is specified as a pay item, the work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Adhesive Grout Finish," "Concrete Paint Finish," "Opaque Sealer Finish," "Silicone Resin Paint Finish," "Epoxy Waterproof Finish," or "Blast Finish." This price is full compensation for materials; cleaning and preparing surfaces; application of materials; and equipment, labor, tools, and incidentals.

Special Provision to Item 440

Reinforcement for Concrete



Item 440, "Standard Specification Title" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 440.2., "Materials" is supplemented with the following:

- 2.14. Provide zinc-coated, hot-dip galvanized Class I or II steel reinforcement conforming to ASTM A767, Grades 60 or 75 when shown on the plans and as allowed.
- 2.15. Provide continuously hot-dip galvanized reinforcement (CGR) conforming to ASTM A1094 steel reinforcement, Grades 60 or 75 when shown on the plans and as allowed.

Article 440.2.5., "Weldable Reinforcing Steel" is supplemented with the following:

All welding operations must be performed prior to hot-dip galvanizing.

Article 440.2.8., "Mechanical Couplers" is supplemented with the following:

Provide hot-dipped or mechanically galvanized couplers when splicing galvanized reinforcing or continuously galvanized reinforcing.

Article 440.2.11., "Low-Carbon, Chromium Reinforcing Steel." The first sentence is voided and replaced by the following:

Provide deformed steel bars conforming to ASTM A1035, Grade 100, Type CS when low-carbon, chromium reinforcing steel is required on the plans. Type CM will only be permitted if specified on the plans.

Article 440.3.1., "Bending" is supplemented with the following:

Do not bend hot-dip galvanized reinforcement. Only minor positioning adjustments are permitted.

Bending of continuously galvanized reinforcement is permitted after galvanizing.

Article 440.3.5, "Placing" the following will be added to paragraph four.

Use Class 1 or 1A supports with continuously galvanized reinforcing. Provide epoxy or plastic-coated tie wires and clips for use with epoxy coated reinforcing steel.

Article 440.3.6.3., "Repairing Coating" is supplemented with the following:

Repair damaged galvanized surfaces in accordance with Article 445.3.5.2. "Repair Processes."

Special Provision to Item 441

Steel Structures



Item 441, "Steel Structures" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 441.2.2., "Approved Electrodes and Flux-Electrode Combinations," is voided and replaced with the following:

Use only electrodes and flux-electrode combinations conforming to AWS A5 specifications, and pertinent classifications for the applicable welding processes. When requested, submit a current Certificate of Conformance (COC) containing all test results as required by the applicable AWS A5 specification and welding code. Provide proof of Buy America compliance for welding consumables when requested. For bridge main member fabrication, submit the COC annually.

Section 441.2.3., "High-Strength Bolts," is revised and replaced by the following:

Use fasteners that meet Item 447, "Structural Bolting." Use galvanized fasteners on field connections of bridge members when ASTM F3125-Grade A325 bolts are specified, and steel is painted.

Section 441.3.1.5.1., "Plants," The second and third paragraphs are voided and replaced with the following:

Fabrication plants that produce the following non-bridge steel members must be approved in accordance with DMS-7380, "Steel Non-Bridge Member Fabrication Plant Qualification."

- Item 610, "Roadway Illumination Poles"
- Item 613, "High Mast Illumination Poles"
- Item 614, "High Mast Rings and Support Assemblies"
- Item 650, "Overhead Sign Support Structures"
- Item 654, "Sign Walkways"
- Item 686, "Traffic Signal Poles"
- Special Specification 6064, "Intelligent Transportation System (ITS) Poles."

The Materials and Tests Division (MTD) maintains a list of approved non-bridge fabrication plants on the Department MPL that produce these members.

Section 441.3.1.6.1., "Erection Drawings," the third paragraph is voided and replaced with the following:

Perform erection engineering evaluation of the structural adequacy and stability of constructing the bridge system for each step of the steel erection.

Section 441.3.1.5.3., "Nondestructive Testing (NDT)," is voided and replaced with the following:

Personnel performing NDT must be qualified in accordance with the applicable AWS code and the employer's Written Practice. Level III personnel who qualifies Level I and Level II technicians must be certified by ASNT for which the NDT Level III is qualified. In addition, NDT technicians must pass hands-on tests that MTD administers. This will remain current provided they continue to perform testing on Department materials as evidenced by test reports requiring their signature. A technician who fails any of the hands-on tests must wait 3 mo. or as approved otherwise before retesting. Qualification to perform NDT will be revoked when the technician's employment is terminated or when the technician goes 6 mo. without performing a test on a Department project. The technician must pass a new hands-on test to be re-certified. Testing of similar weld joints for non-Department projects may be considered by the Engineer instead of re-testing provided enough documentation is submitted with the signature of the project's Engineer. These requirements also apply to testing agencies, and individual third-party contractors.

Section 441.3.1.5.4., “Welding Procedure Specification Qualification Testing,” is voided and replaced by the following:

For Fabricators qualified in accordance with DMS-7370, DMS-7380, or DMS-7395, laboratories performing procedure qualification testing for welding procedure specifications (WPSs) must be accredited by a nationally recognized agency that performs testing in accordance with ISO/International Electrotechnical Commission (IEC) 17025 in the mechanical field of testing.

Section 441.3.1.9., “Material Identification,” is amended to include the following paragraph:

Low-stress stencil marks must have a radius instead of a sharp point. Acceptable stencils include dot, vibration, and rounded-V stencils. Label these stencils so that they are easily distinguishable from other stencils that are not low-stress.

Section 441.3.2.4.1., “Flange Tilt,” the last sentence is voided and replaced with the following:

Minor jacking that does not deform the material will be permitted.

Section 441.3.2.5.3., “Magnetic Particle Testing,” is voided and replaced with the following:

Use alternating current (AC) when using the yoke method unless otherwise approved. Welds may be further evaluated with half-wave rectified DC for subsurface indications. Centerline cracking may be detected with aluminum prod method when approved.

Section 441.3.5.8., “Hammering,” is added to state the following:

Do not perform hammering on any portion of the member that causes the material to permanently deform. Avoid damage to the material by measures such as use of brass or aluminum hammers or by padding the area to be hammered.

Section 441.3.8.1., “Shop Painting,” is amended to include with the following paragraph:

Measure the anchor profile after blast cleaning at random locations along the thermal cut surfaces. If specified anchor profile is not achieved over the entire flame cut surface, grind the edges and re-blast to achieve the required anchor pattern.

Section 441.3.9., “Handling and Storage of Materials,” The second sentence of the second paragraph is replaced by the following:

Keep materials clean and avoid damaging of the applied coating.

Special Provision to Item 442

Metal for Structures



Item 442, "Metal for Structures" of the Standard Specifications is amended with respect to the clause cited below. No other clauses or requirements of this Item are waived or changed.

Section 442.2.1.3.3., "Fasteners." The first sentence of the first paragraph is replaced by the following:

Fasteners. Provide high-strength bolts that meet ASTM F3125-Grade A325 unless otherwise shown on the plans.

Section 442.2.1.3.3., "Fasteners." The third paragraph is deleted and not replaced.

Special Provision to Item 446

Field Cleaning and Painting Steel



For this project, Item 446, "Field Cleaning and Painting Steel," of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 446.4.1., "Qualification," the first and second paragraphs are voided and replaced by the following:

Submit to the Engineer documentation verifying SSPC QP 1 or NACE NIICAP AS-1 certification for work requiring the removal or application of coatings. Additionally, submit to the Engineer documentation verifying SSPC QP 2 Cat A or NACE NIICAP AS-2 certification when work requires removal of coatings containing hazardous materials. Maintain certifications throughout the project. No work may be performed without current and active certifications unless otherwise shown on the plans. The Engineer may waive certification requirements for minor, touch-up repair work and coating steel members repaired in accordance with Item 784, "Steel Member Repair."

The Engineer may waive certification requirements, when stated on the plans, for the purpose of qualification in either contractor certification program if the project has been accepted as a qualification project as part of the process for obtaining SSPC QP1 Cat A or NACE NIICAP AS-1 certification. Submit certification applications and proof of acceptance before beginning work or provide SSPC QP 7 certification when required on the plans.

Section 446.4.7.3.2., "Classes of Cleaning," is amended with the following:

Prepare all surfaces of painted steel members subsequently exposed from structural operations, such as deck removal or steel repair, in accordance with this Item. Prevent loose or damaged paint from entering the environment.

Special Provision to Item 448

Structural Field Welding



Item 448, "Structural Field Welding" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 448.2., "Materials," the third paragraph is voided and replaced with the following:

Use only electrodes and flux-electrode combinations conforming to AWS A5 specifications and pertinent classifications for the applicable welding processes. When requested, submit a current Certificate of Conformance (COC) containing acceptable wording indicating Buy America compliance and all tests required by the applicable AWS specifications and welding codes. Tests must be conducted on electrodes of the same class, size, and brand; and manufactured by the same process and with the same materials as the electrodes to be furnished.

Special Provision to Item 449

Anchor Bolts



Item 449, "Anchor Bolts" of the Standard Specifications is amended with respect to the clause cited below. No other clauses or requirements of this Item are waived or changed.

Section 449.2.1., "Bolts and Nuts." Table 1 is replaced by the following:

Table 1
Bolt and Nut Standards

Specified Anchor Bolt Category	Bolt Standards	Nut Standards
Mild steel	ASTM A307 Gr. A, F1554 Gr. 36, or A36	ASTM A563
Medium-strength, mild steel	ASTM F1554 Gr. 55 with supplementary requirement S1	ASTM A194 Gr. 2 or A563 Gr. D or better
High-strength steel	ASTM F3125-Grade A325 or ASTM A449 ¹	ASTM A194 or A563, heavy hex
Alloy steel	ASTM A193 Gr. B7 or F1554 Gr. 105	ASTM A194 Gr. 2H or A563 Gr. DH, heavy hex

1. If headed bolts are specified, ASTM A449 bolts must be heavy hex head.

Section 449.3.3.1, "Anchor Bolt Thread Lubricant Coating," The first sentence of the first paragraph is voided and replaced by the following.

Coat anchor bolt threads before installing nuts with an electrically conducting lubricant compound described in Section 449.3.3.2.1., "Definitions," for traffic signal poles, roadway illumination poles, high mast illumination poles, intelligent transportation system poles, overhead sign support structures, and steel electrical service supports.

Section 449.3.3.2, "Anchor Bolt Tightening Procedure," The first sentence of the first paragraph is voided and replaced by the following.

Tighten anchor bolts for traffic signal poles, shoe base and concrete traffic barrier base roadway illumination poles, high mast illumination poles, intelligent transportation system poles, and overhead sign support structures in accordance with this Section.

Special Provision to Item 450

Railing



Item 450, "Railing" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 450.3.1.2, "Fabrication," is supplemented with the following.

Fabrication plants that produce metal railing (steel and aluminum) must be approved in accordance with DMS-7395, "Metal Railing Fabrication Plant Qualification." This required approval does not include fabricators of chain link fence. The Materials and Tests Division maintains a MPL of approved fabrication plants of metal railing.

Permanently mark each metal railing post base plate, at a visible location when erected, with the fabrication plant's insignia or trademark. For fabricated rail panels, provide this permanent mark on one post base plate, per panel.

Special Provision to Item 462

Concrete Box Culverts and Drains



Item 462, "Concrete Box Culverts and Drains," of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 2.1., "General." The last paragraph is voided and replaced with the following:

Furnish material for precast formed and machine-made box culverts in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

Sections 2.2.2., "Formed Precast," and 2.2.3., "Machine-Made Precast," are voided and replaced by the following.

2.2.2 **Precast.** Precast formed and machine –made box culvert fabrication plants must be approved in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures." The Construction Division maintains a list of approved precast box culvert fabrication plants on the Department's MPL. Fabricate precast boxes in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

Sections 2.3.2., "Formed Precast," and 2.3.3., "Machine-Made Precast," are voided and replaced by the following.

2.3.2 **Precast.** Make, cure, and test compressive test specimens for precast formed and machine –made box culverts in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

Section 2.5., "Marking," the first paragraph is voided and replaced with the following.

Marking. Clearly mark each precast unit with the following:

- Name or trademark of fabricator and plant location;
- ASTM designation and product designation (when applicable);
- Date of manufacture,
- Box size,
- Minimum and maximum fill heights,
- Designation "TX" for precast units fabricated per DMS-7305,
- Fabricator's designated approval stamp for each approved unit,
- Designation "SR" for boxes meeting sulfate-resistant concrete plan requirements (when applicable), and
- Precast drainage structures used for jacking and boring (when applicable).

Section 2.6., "Tolerances." The section is voided and replaced with the following.

Ensure precast sections meet the permissible variations listed in ASTM C1577.

Ensure that the sides of a section at each end do not vary from being perpendicular to the top and bottom by more than 1/2 in. when measured diagonally between opposite interior corners. Deviations from this tolerance will be acceptable if the sections can be fitted at the plant and the joint opening at any point does not exceed 1 in. Use match-marks for proper installation on sections that have been accepted in this manner.

Ensure wall and slab thicknesses are not less than shown on the plans except for occasional deficiencies not greater than 3/16 in. or 5%, whichever is greater. If proper jointing is not affected, thicknesses in excess of plan requirements are acceptable.

Section 2.7., “Defects and Repair.” The section is voided and replaced with the following:

Fine cracks on the surface of members that do not extend to the plane of the nearest reinforcement are acceptable unless the cracks are numerous and extensive. Repair cracks that extend into the plane of the reinforcing steel in accordance with the Department’s Concrete Repair Manual. The Engineer may accept boxes with repairs that are sound, properly finished, and cured in conformance with pertinent specifications. Discontinue further production of precast sections until corrections are made and proper curing is provided when fine cracks on the surface indicate poor curing practices.

Repair precast boxes in accordance with DMS-7305, “Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures.”

Section 2.8., “Storage and Shipment.” This section is voided and replaced with the following:

- 2.8 **Storage and Shipment.** Store precast sections on a level surface. Do not place any load on the sections until design strength is reached and curing is complete. Store and ship precast boxes in accordance with DMS-7305, “Fabrication and Qualification Production for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures.

Special Provision to Item 464

Reinforced Concrete Pipe



Item 464, "Reinforced Concrete Pipe," of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 2.1., "Fabrication." The section is voided and replaced with the following.

Fabrication plants must be approved by the Materials and Tests Division in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures," before furnishing precast reinforced concrete pipe for Departmental projects. The Department's MPL has a list of approved reinforced concrete pipe plants.

Furnish material and fabricate reinforced concrete pipe in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

Section 2.3., "Marking." The first paragraph is voided and replaced with the following.

Furnish each section of reinforced concrete pipe marked with the following information specified in DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

- Class or D-Load of pipe,
- ASTM designation,
- Date of manufacture,
- Pipe size,
- Name or trademark of fabricator and plant location,
- Designation "TX" for precast units fabricated per DMS-7305;
- Designated fabricator's approval stamp for each approved unit,
- Pipe to be used for jacking and boring (when applicable), and
- Designation "SR" for pipe meeting sulfate-resistant concrete plan requirements (when applicable).

Section 2.5., "Causes for Rejection." The section is voided and replaced with the following.

Individual sections of pipe may be rejected for any of the conditions stated in the Annex of DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

Section 2.6., "Repairs." The section is voided and replaced with the following:

Make repairs, if necessary, as stated in the Annex of DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures."

Special Provision to Item 465

Junction Boxes, Manholes, and Inlets



Item 465, "Junction Boxes, Manholes, and Inlets," of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 2.1., "Concrete," The section is voided and replaced with the following.

Furnish concrete per DMS-7305 for formed and machine-made precast junction boxes, manholes, and inlets. Furnish Class C concrete for cast-in-place junction boxes, manholes, and inlets unless otherwise shown on the plans.

Section 3.1., "Precast Junction Boxes, Manholes, and Inlets," The section is voided and replaced with the following.

Construct formed and machine-made precast junction boxes, manholes, and inlets in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures" and the Contract Plans, except as otherwise noted in this Item.

Multi-project fabrication plants as defined in Item 424 "Precast Concrete Structural Members (Fabrication)," that produce junction boxes, manholes, and inlets will be approved by the Materials and Tests Division in accordance with DMS-7305, "Fabrication and Qualification Procedure for Multi-Project Fabrication Plants of Precast Concrete Drainage Structures." The Department's MPL has a list of approved multi-project fabrication plants.

Section 3.1.1., "Lifting Holes," The section is voided and not replaced.

Section 3.1.2., "Marking," The section is voided and replaced with the following.

Marking. Clearly mark each precast junction box, manhole, and inlet unit with the following information:

- name or trademark of fabricator and plant location;
- product designation;
- ASTM designation (if applicable);
- date of manufacture;
- designation "TX" for precast units fabricated per DMS-7305;
- designated fabricator's approval stamp for each approved unit; and
- designation "SR" for product meeting sulfate-resistant concrete plan requirements (when applicable).

Special Provision to Item 502

Barricades, Signs and Traffic Handling



Item 502, "Barricades, Signs and Traffic Handling" of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Article 502.1., "Description," is supplemented by the following:

Temporary work-zone (TWZ) traffic control devices manufactured after December 31, 2019, must have been successfully tested to the crashworthiness requirements of the 2016 edition of the Manual for Assessing Safety Hardware (MASH). Such devices manufactured on or before this date and successfully tested to NCHRP Report 350 or the 2009 edition of MASH may continue to be used throughout their normal service lives. An exception to the manufacture date applies when, based on the project's date of letting, a category of MASH-2016 compliant TWZ traffic control devices are not approved, or are not self-certified after the December 31, 2019, date. In such case, devices that meet NCHRP-350 or MASH-2009 may be used regardless of the manufacture date.

Such TWZ traffic control devices include: portable sign supports, barricades, portable traffic barriers designated exclusively for use in temporary work zones, crash cushions designated exclusively for use in temporary work zones, longitudinal channelizers, truck and trailer mounted attenuators. Category I Devices (i.e., lightweight devices) such as cones, tubular markers and drums without lights or signs attached however, may be self-certified by the vendor or provider, with documentation provided to Department or as are shown on Department's Compliant Work Zone Traffic Control Device List.

Article 502.4., "Payment," is supplemented by the following:

Truck mounted attenuators and trailer attenuators will be paid for under Special Specification, "Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)." Portable Changeable Message Signs will be paid for under Special Specification, "Portable Changeable Message Sign." Portable Traffic Signals will be paid for under Special Specification, "Portable Traffic Signals."

Special Provision to Item 506

Temporary Erosion, Sedimentation, and Environmental Controls



Item 506, "Temporary Erosion, Sedimentation, and Environmental Controls," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 506.1., "Description." The second paragraph is voided and replaced by the following.

Contractor is considered primary operator to have day-to-day operational control as defined in TPDES GP TXR150000.

- 1.1. For projects with soil disturbance of less than 1 acre, no submittal to TCEQ will be required but Contractor will follow SWP3. For projects with soil disturbance of 1 acre to less than 5 acres a small site notice will be posted at the site. For projects with soil disturbance of 5 acres or more a Notice of Intent (NOI) is required and a large site notice posted at site. Postings will be in accordance with TPDES GP TXR150000. Postings not associated with project specific locations will be in same location as Department's postings.
- 1.2. **Notice of Intent (NOI).** Submit a NOI, if applicable, with the TCEQ under the TPDES GP TXR150000 at least 7 days prior to commencement of construction activities at the project site. Provide a signed copy to the Engineer and any other MS4 operators at the time of submittal. The Department will submit their NOI prior to contractor submission and will provide a copy for Contractor's use in completing the Contractor's NOI form.
- 1.3. **Notice of Change (NOC).** Upon concurrence of the Engineer, submit a NOC, if applicable, to the TCEQ within 14 days of discovery of a change or revision to the NOI as required by the TPDES GP TXR150000. Provide a signed copy of the NOC to the Engineer and any other MS4 operators at the time of submittal.
- 1.4. **Notice of Termination (NOT).** Upon concurrence of the Engineer, submit a NOT, if applicable, to the TCEQ within 30 days of the Engineer's approval that 70% native background vegetative cover is met or equivalent permanent stabilization have been employed in accordance with the TPDES GP TXR 150000. Provide a signed copy of the NOT to the Engineer and any other MS4 operators at the time of submittal.

Section 506.3.1, "Contractor Responsible Person Environmental (CRPE) Qualifications and Responsibilities," is supplemented by the following:

- 3.1. **Contractor Responsible Person Environmental (CRPE) Qualifications and Responsibilities.** Provide and designate in writing at the preconstruction conference a CRPE and alternate CRPE who have overall responsibility for the storm water management program. The CRPE will implement stormwater and erosion control practices; will oversee and observe stormwater control measure monitoring and management; will monitor the project site daily and produce daily monitoring reports as long as there are BMPs in place or soil disturbing activities are evident to ensure compliance with the SWP3 and TPDES General Permit TXR150000. Daily monitor reports shall be maintained and made available upon request. During time suspensions when work is not occurring or on contract non-work days, daily inspections are not required unless a rain event has occurred. The CRPE will provide recommendations on how to improve the effectiveness of control measures. Attend the Department's preconstruction conference for the project. Ensure training is completed as identified in Section 506.3.3., "Training," by all applicable personnel before employees work on the project. Document and maintain and make available upon request, a list, signed by the CRPE, of all applicable Contractor and subcontractor employees who have completed the training. Include the employee's name, the training course name, and date the employee completed the training.

Section 506.3.3., "Training," is supplemented by the following:

Training is provided by the Department at no cost to the Contractor and is valid for 3 yr. from the date of completion. The Engineer may require the following training at a frequency less than 3 yr. based on environmental needs:

- “Environmental Management System: Awareness Training for the Contractor” (English and Spanish) (Approximate running time 20 min.), and
- “Storm Water: Environmental Requirements During Construction” (English and Spanish) (Approximate running time 20 min.).

The Contractor responsible person environmental (CRPE), alternate CRPE designated for emergencies, Contractor's superintendent, Contractor, and subcontractor lead personnel involved in soil disturbing or SWP3 activities must enroll in and complete the training listed below and maintain and make available upon request the certificate of completion. Training is provided by a third party and is valid for 3 yr. from the date shown on the Certificate of Completion. Coordinate enrollment as prescribed by the Department and pay associated fees for the following training:

- “Revegetation During Construction,”
- “Construction General Permit Compliance,” and
- “Construction Stage Gate Checklist (CSGC).”

Training and associated fee will not be measured or paid for directly but are subsidiary to this Item.

Special Provision to Item 520

Weighing and Measuring Equipment



Item 520, "Weighing and Measuring Equipment" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 520.2., "Equipment." The third paragraph is voided and replaced by the following.

Calibrate truck scales using weights certified by the Texas Department of Agriculture (TDA) or an equivalent agency as approved. Provide a written calibration report from a scale mechanic for truck scale calibrations. Cease plant operations during the checking operation. Do not use inaccurate or inadequate scales. Bring performance errors as close to zero as practicable when adjusting equipment.

Article 520.2., "Equipment." The fourth paragraph is amended to include the following:

At the Contractors option, an electronic ticket delivery system (e-ticketing) may be used instead of printed tickets. The use of e-ticketing will require written approval of the Engineer. At a minimum, the approved system will:

- Provide electronic, real-time e-tickets meeting the requirements of the applicable bid items;
- Automatically generate e-tickets using software and hardware fully integrated with the automated scale system used to weigh the material, and be designed in such a way that data input cannot be altered by the Contractor or the Engineer;
- Provide the Engineer access to the e-ticketing data in real-time with a web-based or app-based system compatible with iOS;
- Provide offline capabilities to prevent data loss if power or connectivity is lost;
- Require both the Contractor and the Engineer to accept or reject the e-ticket and provide the ability to record the information required by the applicable bid items, as well as any comments. Record the time of the approval/rejection and include it in the summary spreadsheet described below. Provide each party the capability to edit their respective actions and any entered information;

The Contractor may discontinue use of the e-ticket system and provide printed tickets as needed to meet the requirements of the applicable bid items.

Special Provision to Item 540 Metal Beam Guard Fence



Item 540, "Metal Beam Guard Fence" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 540.4.7, "Measurement," is voided and replaced with the following:

Long Span System. Measurement will be by each long span system, complete in place. Each long span system will be from the first CRT to the last CRT in the system.

Special Provision to Item 636

Signs



Item 636, "Signs" of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Section 636.3.1, "Fabrication." is deleted.

Section 636.3.1.2, "Sheeting Application." The last sentence of the fourth paragraph is voided and replaced by the following.

Do not splice sheeting or overlay films for signs fabricated with ink or with colored transparent films.

Special Provision to Item 643

Sign Identification Decals



Item 643, "Sign Identification Decals," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 2. "Materials." The sign identification decal design shown in Figure 1 and the description for each row in Table 1 are supplemented by the following.

Texas Department of Transportation													
C	Fabrication Date											T	1
J	F	M	A	M	J	J	A	S	O	N	D		2
	201		202		203		204		205				3
	0	1	2	3	4	5	6	7	8	9			4
Sheeting MFR - Substrate													
A	B	C	D	E	F	G	H	J	K	L	M		5
Film MFR													
A	B	C	D	E	F	G	H	J	K	L	M		6
Sheeting MFR - Legend													
A	B	C	D	E	F	G	H	J	K	L	M		7
Installation Date													
				0	1	2	3						8
	0	1	2	3	4	5	6	7	8	9			9
J	F	M	A	M	J	J	A	S	O	N	D		10
	201		202		203		204		205				11
	0	1	2	3	4	5	6	7	8	9			12
Name of Sign Fabricator Physical Address City, State, Zip Code													13

Figure 1
Decal Design (Row numbers explained in Table 1)

Table 1
Decal Description
Row Explanation

1	Sign fabricator
2	Month fabricated
3	First 3 digits of year fabricated
4	Last digit of year fabricated
5	Manufacturer of the sheeting applied to the substrate
6	Film (colored transparent or non-reflective black) manufacturer
7	Manufacturer of the sheeting for the legend
8	Tens digit of date installed
9	Ones digit of date installed
10	Month installed
11	First 3 digits of year installed
12	Last digit of year installed
13	Name of sign fabricator and physical location of sign shop

Special Provision to Item 656

Foundations for Traffic Control Devices



Item 656, "Foundations for Traffic Control Devices" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 3. "Construction," the first paragraph is supplemented by the following:

Ensure the top of the foundation and anchor bolts meet specified requirements in relation to the final grade.

Special Provision to Item 666

Retroreflectorized Pavement Markings



Item 666, "Retroreflectorized Pavement Markings," of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Section 2.3., "Glass Traffic Beads." The first paragraph is voided and replaced by the following:

Furnish drop-on glass beads in accordance with DMS-8290, "Glass Traffic Beads," or as approved. Furnish a double-drop of Type II and Type III drop-on glass beads for longitudinal pavement markings where each type bead is applied separately in equal portions (by weight), unless otherwise approved. Apply the Type III beads before applying the Type II beads. Furnish Type II beads for work zone pavement markings and transverse markings or symbols.

Section 4.3.1., "Type I Markings.," is supplemented by the following:

4.3.1.3. Spot Striping. Perform spot striping on a callout basis with a minimum callout quantity as shown on the plans.

Section 4.3.2., "Type II Markings.," is supplemented by the following:

4.3.2.1. Spot Striping. Perform spot striping on a callout basis with a minimum callout quantity as shown on the plans.

Section 4.4., "Retroreflectivity Requirements.," is voided and replaced by the following.

Type I markings for Contracts totaling more than 20,000 ft. of pavement markings must meet the following minimum retroreflectivity values for all longitudinal edgeline, centerline or no passing barrier-line, and lane line markings when measured any time after 3 days, but not later than 10 days after application.

- White markings: 250 millicandelas per square meter per lux (mcd/m²/lx)
- Yellow markings: 175 mcd/m²/lx

Retroreflectivity requirements for Type I markings are not required for Contracts with less than 20,000 ft. of pavement markings or Contracts with callout work, unless otherwise shown on the plans.

Section 4.5., "Retroreflectivity Measurements.," is voided and replaced by the following:

Use a mobile retroreflectometer to measure retroreflectivity for Contracts totaling more than 50,000 ft. of pavement markings, unless otherwise shown on the plans. For Contracts with less than 50,000 ft. of pavement markings, mobile or portable retroreflectometers may be used at the Contractor's discretion. Coordinate with and obtain authorization from the Engineer before starting any retroreflectivity data collection.

Section 4.5.1., "Mobile Retroreflectometer Measurements." The last paragraph is voided and replaced by the following.

Restripe again at the Contractor's expense with a minimum of 0.060 in. (60 mils) of Type I marking material if the average of these measurements falls below the minimum retroreflectivity requirements. Take measurements every 0.1 miles a minimum of 10 days after this third application within that mile segment for that series of markings. If the markings do not meet minimum retroreflectivity after this third application, the Engineer may require removal of all existing markings, a new application as initially specified, and a repeat of the application process until minimum retroreflectivity requirements are met.

Section 4.5.2., "Portable Retroreflector Measurements." The first and second paragraphs are voided and replaced by the following.

Provide portable measurement averages for every 1.0 mile unless otherwise specified or approved. Take a minimum of 20 measurements for each 1-mi. section of roadway for each series of markings (e.g., edgeline, center skip line, each line of a double line) and direction of traffic flow when using a portable reflectometer. Measure each line in both directions for centerlines on two-way roadways (i.e., measure both double solid lines in both directions and measure all center skip lines in both directions). The spacing between each measurement must be at least 100 ft. The Engineer may decrease the mileage frequency for measurements if the previous measurements provide satisfactory results. The Engineer may require the original number of measurements if concerns arise.

Restripe at the Contractor's expense with a minimum of 0.060 in. (60 mils) of Type I marking material if the averages of these measurements fail. Take a minimum of 10 more measurements after 10 days of this second application within that mile segment for that series of markings. Restripe again at the Contractor's expense with a minimum of 0.060 in. (60 mils) of Type I marking material if the average of these measurements falls below the minimum retroreflectivity requirements. If the markings do not meet minimum retroreflectivity after this third application, the Engineer may require removal of all existing markings, a new application as initially specified, and a repeat of the application process until minimum retroreflectivity requirements are met.

Section 4.6. "Performance Period." The first sentence is voided and replaced by the following:

All longitudinal markings must meet the minimum retroreflectivity requirements within the time frame specified. All markings must meet all other performance requirements of this specification for at least 30 calendar days after installation.

Article 6. "Payment." The first two paragraphs are voided and replaced by the following.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Pavement Sealer" of the size specified; "Retroreflectorized Pavement Markings" of the type and color specified and the shape, width, size, and thickness (Type I markings only) specified, as applicable; "Retroreflectorized Pavement Markings with Retroreflective Requirements" of the types, colors, sizes, widths, and thicknesses specified; "Retroreflectorized Profile Pavement Markings" of the various types, colors, shapes, sizes, and widths specified; or "Reflectorized Pavement Marking (Call Out)" of the shape, width, size, and thickness (Type I markings only) specified, as applicable; or "Pavement Sealer (Call Out)" of the size specified.

This price is full compensation for materials, application of pavement markings, equipment, labor, tools, and incidentals.

Special Provision to Item 680 Highway Traffic Signals



Item 680, "Highway Traffic Signals" of the Standard Specifications is amended with respect to the clauses cited below. No other clauses or requirements of this Item are waived or changed.

Article 680.3.1.1.2,"Conduit," The fourth sentence of the first paragraph is voided and replaced by the following.

Seal the ends of each conduit with approved sealant, after all cables and conductors are installed.

Special Provision to Special Specification 6185 Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)



Item 6185, "Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)" of the Standard Specifications, is hereby amended with respect to the clauses cited below, and no other clauses or requirements of this Item are waived or changed hereby.

Article 4. "Measurement", is voided and replaced by the following:

- 4.1. **Truck Mounted Attenuator/Trailer Attenuator (Stationary).** This Item will be measured by the day. TMA/TAs must be set up in a work area and operational before a calendar day can be considered measurable. A day will be measured for each TMA/TA set up and operational on the worksite.
- 4.2. **Truck Mounted Attenuator/Trailer Attenuator (Mobile Operation).** This Item will be measured by the hour or by the day. The time begins once the TMA/TA is ready for operation at the predetermined site and stops when notified by the Engineer. When measurement by the hour is specified, a minimum of 4 hr. will be paid each day for each operating TMA/TA used in a mobile operation. When measurement by the day is specified, a day will be measured for each TMA/TA set up and operational on the worksite.

Special Specification 1004

Tree Protection



1. DESCRIPTION

Install tree protection as shown on the plans or as directed.

2. MATERIALS

Furnish materials in accordance with the plans.

3. CONSTRUCTION

Use construction methods in accordance with the plans.

4. MEASUREMENT

This Item will be measured by the acres of trees protected or by each tree protected.

5. PAYMENT

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

Special Specification 3002

Spray Applied Underseal Membrane



1. DESCRIPTION

Construct an underseal membrane composed of a warm spray-applied polymer-modified emulsion meeting the requirements of Table 1. The membrane is applied through a spray-paver and is covered immediately with a mixture of aggregate, asphalt binder, and additives mixed hot in a mixing plant.

Table 1
Polymer-Modified Emulsions Requirements

Test on Emulsion	Test Method	Min	Max
Viscosity @ 77°F, SSF	Tex-513-C	20	100
Storage Stability ¹ , %	Tex-521-C		1
Demulsibility ² Anionic emulsions — 35 ml of 0.02 N CaCl ₂ , % Cationic emulsions — 35 ml 0.8% sodium dioctyl sulfosuccinate, %	Tex-521-C	55	
Sieve Test ³ , %	Tex-521-C		0.05
Distillation Test ⁴ Residue by distillation, % by wt. Oil portion of distillate, % by vol.	Tex-521-C	63	0.5
Test on Residue from Distillation	Test Method	Min	Max
Elastic Recovery @ 50°F, 50 mm/min., %	Tex-539-C	60	
Penetration @ 77°F, 100 g, 5 sec, 0.1 mm	Tex-502-C	100	150

- After standing undisturbed for 24 hr., the surface must be smooth, must not exhibit a white or milky colored substance, and must be a homogeneous color throughout.
- Material must meet demulsibility test for emulsions.
- May be required by the Engineer only when the emulsion cannot be easily applied in the field.
- The temperature on the lower thermometer should be brought slowly to 350°F ±10°F and maintained at this temperature for 20 min. The total distillation should be complete in 60 ±5 min. from the first application of heat.

2. EQUIPMENT

- Spray Paver.** In addition to the requirements of Item 320, "Equipment for Asphalt Concrete Pavement," furnish a spray paver that will spray the membrane and apply the type and grade of mix shown on the plans and level the surface of the pavement layer in a single pass. Configure the spray paver so that the mixture is placed no more than 5 sec. after the membrane is applied.
- Membrane Storage Tank and Distribution System.** Equip the spray paver with an insulated storage tank having a minimum capacity of 900 gal., unless otherwise approved. Provide a metered mechanical pressure sprayer on the spray paver to apply the membrane at the specified rate. Locate the spray bar on the spray paver so that the membrane is applied immediately in front of the screed unit. Provide a read out device on the spray paver to monitor the membrane application rate.

Unless otherwise directed, furnish a volumetric calibration and strap stick for the tank in accordance with Tex-922-K, Part I. Calibrate the tank within the previous 5 yr. of the date first used on the project. The Engineer may verify calibration accuracy in accordance with Tex-922-K, Part II.

3. CONSTRUCTION METHODS

- Surface Preparation.** Remove existing raised pavement markers. Repair any damage incurred by removal as directed. Remove dirt, dust, or other harmful material before sealing. When shown on the plans, remove vegetation and blade pavement edges.

- 3.2. **Membrane Placement.** Unless otherwise directed, uniformly apply the membrane at a rate between 0.15 and 0.25 gal. per square yard. The Engineer may adjust the application rate, taking into consideration the existing pavement surface conditions. Spray the membrane using a metered mechanical pressure spray bar at a temperature between 140°F to 180°F. Monitor the membrane application rate and adjust the rate when needed or when directed. If required, verify that the spray bar is capable of applying the membrane at a uniform rate across the entire paving width as directed. Do not let the wheels or other parts of the paving machine contact the freshly applied membrane. Apply a uniform membrane coat to all contact surfaces and all joints as shown on the plans. Prevent splattering of the membrane when placed adjacent to curb, gutter, and other structures.
- 3.3. **Quality Control.** Perform the quality control tests listed in Table 2. If operational tolerances in Table 2 are exceeded, adjust processes or cease production when directed. The Engineer may perform independent tests to confirm contractor compliance and may require testing differences or failing results to be resolved before resuming production.
- 3.4. **Membrane Sampling.** Obtain a 1-qt. sample of the polymer-modified emulsion for each lot of mixture produced. The Engineer will witness the sampling of polymer-modified emulsion. Take the sample from the emulsion tank located on the paving machine, but not from the emulsion spraybar. Obtain the sample at approximately the same time the mixture random sample is obtained. Take all samples in accordance with Tex-500-C, Part III. Label the can with the corresponding lot and subplot numbers, and immediately deliver the sample to the Engineer. The Engineer will randomly choose at least 1 sample per project and test it to verify compliance with Table 1.

Table 2
Operational Tolerance and Minimum Testing Frequency

Test Description	Test Method	Minimum Testing Frequency	Operational Tolerance
Membrane Application Rate	Tex-247-F	1 per day	±0.02
Emulsion Membrane Sampling ¹	Tex-500-C	1 per day (sample only)	Table 1

1. The Engineer may reduce or waive the sampling and testing requirements based on a satisfactory history.

4. MEASUREMENT

Unless otherwise noted on the plans, underseal membrane material will be measured by one of the following methods:

- 4.1. **Volume.** Underseal membrane material will be measured at the applied temperature by strapping the tank before and after road application and determining the net volume in gallons from the distributor's calibrated strap stick. The Engineer will witness all strapping operations for volume determination.

If the meter and readout device is accurate within 1.5% of the strapped asphalt volume, the Engineer may allow use of the meter and readout to determine asphalt volume used and application rate.

The Engineer may require redetermination of meter readout at any time and will require volume determinations by strapping if the meter is not accurate to within 1.5% of strapped volume.

- 4.2. **Weight.** Underseal membrane material will be measured in tons using certified scales meeting the requirements of Item 320, "Equipment for Asphalt Concrete Pavement," unless otherwise approved. The transporting truck must have a seal attached to the driving device and other openings. The Engineer may require random checking on public scales, at the Contractor's expense, to verify weight accuracy.

Upon completion or temporary suspension, any remaining membrane material will be weighed by a certified public weigher or measured by volume in a calibrated tank, and the quantity converted to tons at the measured temperature. The quantity to be measured will be the number of tons received, minus the number of tons remaining after all directed work is complete, and minus the amount used for other Items.

5. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided above will be paid for at the unit bid price for "Membrane Underseal." These prices are full compensation for all materials, equipment, labor, tools, and incidentals necessary to complete the work.

Special Specification 3076

Dense-Graded Hot-Mix Asphalt



1. DESCRIPTION

Construct a hot-mix asphalt (HMA) pavement layer composed of a compacted, dense-graded mixture of aggregate and asphalt binder mixed hot in a mixing plant. Payment adjustments will apply to HMA placed under this specification unless the HMA is deemed exempt in accordance with Section 3076.4.9.4., "Exempt Production."

2. MATERIALS

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

Notify the Engineer of all material sources and before changing any material source or formulation. The Engineer will verify that the specification requirements are met when the Contractor makes a source or formulation change, and may require a new laboratory mixture design, trial batch, or both. The Engineer may sample and test project materials at any time during the project to verify specification compliance in accordance with Item 6, "Control of Materials."

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

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

For sources not listed on the Department's BRSQC:

- build an individual stockpile for each material;
- request the Department test the stockpile for specification compliance; and
- once approved, do not add material to the stockpile unless otherwise approved.

Provide aggregate from non-listed sources only when tested by the Engineer and approved before use. Allow 30 calendar days for the Engineer to sample, test, and report results for non-listed sources.

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

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

The Engineer may perform tests at any time during production, when the Contractor blends Class A and B aggregates to meet a Class A requirement, to ensure that at least 50% by weight, or volume if required, of the material retained on the No. 4 sieve comes from the Class A aggregate source. The Engineer will use the Department's mix design template, when electing to verify conformance, to calculate the percent of Class A aggregate retained on the No. 4 sieve by inputting the bin percentages shown from readouts in the control room at the time of production and stockpile gradations measured at the time of production. The Engineer may determine the gradations based on either washed or dry sieve analysis from samples obtained from individual aggregate cold feed bins or aggregate stockpiles. The Engineer may perform spot checks using the gradations supplied by the Contractor on the mixture design report as an input for the template; however, a failing spot check will require confirmation with a stockpile gradation determined by the Engineer.

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

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

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

where:

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

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

$RSMD$ = Rated Source Micro-Deval

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

- 2.1.2. **Intermediate Aggregate.** Aggregates not meeting the definition of coarse or fine aggregate will be defined as intermediate aggregate. Supply intermediate aggregates, when used that are free from organic impurities. The Engineer may test the intermediate aggregate in accordance with [Tex-408-A](#) to verify the material is free from organic impurities. Supply intermediate aggregate from coarse aggregate sources, when used that meet the requirements shown in Table 1 unless otherwise approved.

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

2.1.3.

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

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

Table 1
Aggregate Quality Requirements

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

- Used to estimate the magnesium sulfate soundness loss in accordance with Section 3076.2.1.1.2., "Micro-Deval Abrasion."
- Only applies to crushed gravel.

Table 2
Gradation Requirements for Fine Aggregate

Sieve Size	% Passing by Weight or Volume
3/8"	100
#8	70–100
#200	0–30

2.2.

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

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

Table 3
Gradation Requirements for Mineral Filler

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

2.3.

Baghouse Fines. Fines collected by the baghouse or other dust-collecting equipment may be reintroduced into the mixing drum.

2.4.

Asphalt Binder. Furnish the type and grade of performance-graded (PG) asphalt specified on the plans.

- 2.5. **Tack Coat.** Furnish CSS-1H, SS-1H, or a PG binder with a minimum high-temperature grade of PG 58 for tack coat binder in accordance with Item 300, "Asphalts, Oils, and Emulsions." Specialized tack coat materials listed on the Department's MPL are allowed or required when shown on the plans. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.
- 2.6. **Additives.** Use the type and rate of additive specified when shown on the plans. Additives that facilitate mixing, compaction, or improve the quality of the mixture are allowed when approved. Provide the Engineer with documentation such as the bill of lading showing the quantity of additives used in the project unless otherwise directed.
- 2.6.1. **Lime and Liquid Antistripping Agent.** When lime or a liquid antistripping agent is used, add in accordance with Item 301, "Asphalt Antistripping Agents." Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum.
- 2.6.2. **Warm Mix Asphalt (WMA).** Warm Mix Asphalt (WMA) is defined as HMA that is produced within a target temperature discharge range of 215°F and 275°F using approved WMA additives or processes from the Department's MPL.
- WMA is allowed for use on all projects and is required when shown on the plans. When WMA is required, the maximum placement or target discharge temperature for WMA will be set at a value below 275°F.
- Department-approved WMA additives or processes may be used to facilitate mixing and compaction of HMA produced at target discharge temperatures above 275°F; however, such mixtures will not be defined as WMA.
- 2.6.3. **Compaction Aid.** Compaction Aid is defined as a chemical warm mix additive that is used to produce an asphalt mixture at a discharge temperature greater than 275°F.
- Compaction Aid is allowed for use on all projects and is required when shown on the plans.
- 2.7. **Recycled Materials.** Use of RAP and RAS is permitted unless otherwise shown on the plans. Use of RAS is restricted to only intermediate and base mixes unless otherwise shown on the plans. Do not exceed the maximum allowable percentages of RAP and RAS shown in Table 4. The allowable percentages shown in Table 4 may be decreased or increased when shown on the plans. Determine the asphalt binder content and gradation of the RAP and RAS stockpiles for mixture design purposes in accordance with [Tex-236-F](#), Part I. The Engineer may verify the asphalt binder content of the stockpiles at any time during production. Perform other tests on RAP and RAS when shown on the plans. Asphalt binder from RAP and RAS is designated as recycled asphalt binder. Calculate and ensure that the ratio of the recycled asphalt binder to total binder does not exceed the percentages shown in Table 5 during mixture design and HMA production when RAP or RAS is used. Use a separate cold feed bin for each stockpile of RAP and RAS during HMA production.
- Surface, intermediate, and base mixes referenced in Tables 4 and 5 are defined as follows:
- **Surface.** The final HMA lift placed at the top of the pavement structure or placed directly below mixtures produced in accordance with Items 316, 342, 347, or 348;
 - **Intermediate.** Mixtures placed below an HMA surface mix and less than or equal to 8.0 in. from the riding surface; and
 - **Base.** Mixtures placed greater than 8.0 in. from the riding surface. Unless otherwise shown on the plans, mixtures used for bond breaker are defined as base mixtures.
- 2.7.1. **RAP.** RAP is salvaged, milled, pulverized, broken, or crushed asphalt pavement. Fractionated RAP is defined as a stockpile that contains RAP material with a minimum of 95.0% passing the 3/8-in. or 1/2-in. sieve, before burning in the ignition oven, unless otherwise approved. The Engineer may allow the Contractor to use an alternate to the 3/8-in. or 1/2-in. screen to fractionate the RAP.

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

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

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

Table 4
Maximum Allowable Amounts of RAP¹

Maximum Allowable Fractionated RAP (%)		
Surface	Intermediate	Base
15.0	25.0	30.0

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

2.7.2.

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

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

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

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

2.8.

Substitute Binders. Unless otherwise shown on the plans, the Contractor may use a substitute PG binder listed in Table 5 instead of the PG binder originally specified, if using recycled materials, and if the substitute PG binder and mixture made with the substitute PG binder meet the following:

- the substitute binder meets the specification requirements for the substitute binder grade in accordance with Section 300.2.10., "Performance-Graded Binders;" and
- the mixture has less than 10.0 mm of rutting on the Hamburg Wheel test ([Tex-242-F](#)) after the number of passes required for the originally specified binder. Use of substitute PG binders may only be allowed at the discretion of the Engineer if the Hamburg Wheel test results are between 10.0 mm and 12.5 mm.

Table 5
Allowable Substitute PG Binders and Maximum Recycled Binder Ratios

Originally Specified PG Binder	Allowable Substitute PG Binder for Surface Mixes	Allowable Substitute PG Binder for Intermediate and Base Mixes	Maximum Ratio of Recycled Binder ¹ to Total Binder (%)		
			Surface	Intermediate	Base
76-22 ^{4,5}	70-22	70-22	10.0	20.0	25.0
70-22 ^{2,5}	N/A	64-22	10.0	20.0	25.0
64-22 ^{2,3}	N/A	N/A	10.0	20.0	25.0
76-28 ^{4,5}	70-28	70-28	10.0	20.0	25.0
70-28 ^{2,5}	N/A	64-28	10.0	20.0	25.0
64-28 ^{2,3}	N/A	N/A	10.0	20.0	25.0

1. Combined recycled binder from RAP and RAS. RAS is not permitted in surface mixtures unless otherwise shown on the plans.
2. Binder substitution is not allowed for surface mixtures.
3. Binder substitution is not allowed for intermediate and base mixtures.
4. Use no more than 10.0% recycled binder in surface mixtures when using this originally specified PG binder.
5. Use no more than 20.0% recycled binder when using this originally specified PG binder for intermediate mixtures. Use no more than 25.0% recycled binder when using this originally specified PG binder for base mixtures.

3.

EQUIPMENT

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

4.

CONSTRUCTION

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

4.1.

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

Table 6
Test Methods, Test Responsibility, and Minimum Certification Levels

Test Description	Test Method	Contractor	Engineer	Level ¹
1. Aggregate and Recycled Material Testing				
Sampling	Tex-221-F	✓	✓	1A/AGG101
Dry sieve	Tex-200-F , Part I	✓	✓	1A/AGG101
Washed sieve	Tex-200-F , Part II	✓	✓	1A/AGG101
Deleterious material	Tex-217-F , Parts I & III	✓	✓	AGG101
Decantation	Tex-217-F , Part II	✓	✓	AGG101
Los Angeles abrasion	Tex-410-A		✓	TxDOT
Magnesium sulfate soundness	Tex-411-A		✓	TxDOT
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Crushed face count	Tex-460-A	✓	✓	AGG101
Flat and elongated particles	Tex-280-F	✓	✓	AGG101
Linear shrinkage	Tex-107-E	✓	✓	AGG101
Sand equivalent	Tex-203-F	✓	✓	AGG101
Organic impurities	Tex-408-A	✓	✓	AGG101
2. Asphalt Binder & Tack Coat Sampling				
Asphalt binder sampling	Tex-500-C , Part II	✓	✓	1A/1B
Tack coat sampling	Tex-500-C , Part III	✓	✓	1A/1B
3. Mix Design & Verification				
Design and JMF changes	Tex-204-F	✓	✓	2
Mixing	Tex-205-F	✓	✓	2
Molding (TGC)	Tex-206-F	✓	✓	1A
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I & VI	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Ignition oven correction factors ²	Tex-236-F , Part II	✓	✓	2
Indirect tensile strength	Tex-226-F	✓	✓	1A
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Boil test	Tex-530-C	✓	✓	1A
4. Production Testing				
Selecting production random numbers	Tex-225-F , Part I		✓	1A
Mixture sampling	Tex-222-F	✓	✓	1A/1B
Molding (TGC)	Tex-206-F	✓	✓	1A
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I & VI	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Gradation & asphalt binder content ²	Tex-236-F , Part I	✓	✓	1A
Control charts	Tex-233-F	✓	✓	1A
Moisture content	Tex-212-F , Part II	✓	✓	1A/AGG101
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Boil test	Tex-530-C	✓	✓	1A
Abson recovery	Tex-211-F		✓	TxDOT
5. Placement Testing				
Selecting placement random numbers	Tex-225-F , Part II		✓	1B
Trimming roadway cores	Tex-251-F , Parts I & II	✓	✓	1A/1B
In-place air voids	Tex-207-F , Parts I & VI	✓	✓	1A
In-place density (nuclear method)	Tex-207-F , Part III	✓		1B
Establish rolling pattern	Tex-207-F , Part IV	✓		1B
Control charts	Tex-233-F	✓	✓	1A
Ride quality measurement	Tex-1001-S	✓	✓	Note 3
Segregation (density profile)	Tex-207-F , Part V	✓	✓	1B
Longitudinal joint density	Tex-207-F , Part VII	✓	✓	1B
Thermal profile	Tex-244-F	✓	✓	1B
Shear Bond Strength Test	Tex-249-F		✓	TxDOT

- Level 1A, 1B, AGG101, and 2 are certification levels provided by the Hot Mix Asphalt Center certification program.
- Refer to Section 3076.4.9.2.3., "Production Testing," for exceptions to using an ignition oven.
- Profiler and operator are required to be certified at the Texas A&M Transportation Institute facility when Surface Test Type B is specified.

4.2.

Reporting and Responsibilities. Use Department-provided templates to record and calculate all test data, including mixture design, production and placement QC/QA, control charts, thermal profiles, segregation density profiles, and longitudinal joint density. Obtain the current version of the templates at <http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html> or from the Engineer. The Engineer and the Contractor will provide any available test results to the other party when requested. The maximum allowable time for the Contractor and Engineer to exchange test data is as given in Table 7 unless otherwise approved. The Engineer and the Contractor will immediately report to the other party any test result that requires suspension of production or placement, a payment adjustment less than 1.000, or that fails to meet the specification requirements. Record and electronically submit all test results and pertinent information on Department-provided templates.

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

Table 7
Reporting Schedule

Description	Reported By	Reported To	To Be Reported Within
Production Quality Control			
Gradation ¹	Contractor	Engineer	1 working day of completion of the subplot
Asphalt binder content ¹			
Laboratory-molded density ²			
Moisture content ³			
Boil test ³			
Production Quality Assurance			
Gradation ³	Engineer	Contractor	1 working day of completion of the subplot
Asphalt binder content ³			
Laboratory-molded density ¹			
Hamburg Wheel test ⁴			
Boil test ³			
Binder tests ⁴			
Placement Quality Control			
In-place air voids ²	Contractor	Engineer	1 working day of completion of the lot
Segregation ¹			
Longitudinal joint density ¹			
Thermal profile ¹			
Placement Quality Assurance			
In-place air voids ¹	Engineer	Contractor	1 working day after receiving the trimmed cores ⁵
Segregation ³			1 working day of completion of the lot
Longitudinal joint density ³			
Thermal profile ³			
Aging ratio ⁴			
Payment adjustment summary	Engineer	Contractor	2 working days of performing all required tests and receiving Contractor test data

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

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

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

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

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

- 4.3.1. **Project Personnel.** For project personnel, include:
- a list of individuals responsible for QC with authority to take corrective action;
 - current contact information for each individual listed; and
 - current copies of certification documents for individuals performing specified QC functions.
- 4.3.2. **Material Delivery and Storage.** For material delivery and storage, include:
- the sequence of material processing, delivery, and minimum quantities to assure continuous plant operations;
 - aggregate stockpiling procedures to avoid contamination and segregation;
 - frequency, type, and timing of aggregate stockpile testing to assure conformance of material requirements before mixture production; and
 - procedure for monitoring the quality and variability of asphalt binder.
- 4.3.3. **Production.** For production, include:
- loader operation procedures to avoid contamination in cold bins;
 - procedures for calibrating and controlling cold feeds;
 - procedures to eliminate debris or oversized material;
 - procedures for adding and verifying rates of each applicable mixture component (e.g., aggregate, asphalt binder, RAP, RAS, lime, liquid antistripping, WMA);
 - procedures for reporting job control test results; and
 - procedures to avoid segregation and drain-down in the silo.
- 4.3.4. **Loading and Transporting.** For loading and transporting, include:
- type and application method for release agents; and
 - truck loading procedures to avoid segregation.
- 4.3.5. **Placement and Compaction.** For placement and compaction, include:
- proposed agenda for mandatory pre-paving meeting, including date and location;
 - proposed paving plan (e.g., paving widths, joint offsets, and lift thicknesses);
 - type and application method for release agents in the paver and on rollers, shovels, lutes, and other utensils;
 - procedures for the transfer of mixture into the paver, while avoiding segregation and preventing material spillage;
 - process to balance production, delivery, paving, and compaction to achieve continuous placement operations and good ride quality;
 - paver operations (e.g., operation of wings, height of mixture in auger chamber) to avoid physical and thermal segregation and other surface irregularities; and
 - procedures to construct quality longitudinal and transverse joints.

4.4. Mixture Design.

4.4.1. **Design Requirements.** The Contractor will design the mixture using a Superpave Gyrotory Compactor (SGC). A Texas Gyrotory Compactor (TGC) may be used when shown on the plans. Use the dense-graded design procedure provided in [Tex-204-F](#). Design the mixture to meet the requirements listed in Tables 1, 2, 3, 4, 5, 8, 9, and 10.

4.4.1.1. **Design Number of Gyration (Ndesign) When The SGC Is Used.** Design the mixture at 50 gyrations (Ndesign). Use a target laboratory-molded density of 96.0% to design the mixture; however, adjustments can be made to the Ndesign value as noted in Table 9. The Ndesign level may be reduced to at least 35 gyrations at the Contractor's discretion.

Use an approved laboratory from the Department's MPL to perform the Hamburg Wheel test, and provide results with the mixture design, or provide the laboratory mixture and request that the Department perform the Hamburg Wheel test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test results on the laboratory mixture design.

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

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

- the combined aggregate gradation, source, specific gravity, and percent of each material used;
- asphalt binder content and aggregate gradation of RAP and RAS stockpiles;
- the target laboratory-molded density (or Ndesign level when using the SGC);
- results of all applicable tests;
- the mixing and molding temperatures;
- the signature of the Level 2 person or persons that performed the design;
- the date the mixture design was performed; and
- a unique identification number for the mixture design.

Table 8
Master Gradation Limits (% Passing by Weight or Volume) and VMA Requirements

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

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

Table 9
Laboratory Mixture Design Properties

Mixture Property	Test Method	Requirement
Target laboratory-molded density, % (SGC)	Tex-207-F	96.0
Design gyrations (N _{design} for SGC)	Tex-241-F	50 ¹
Indirect tensile strength (dry), psi	Tex-226-F	85–200 ²
Boil test ³	Tex-530-C	–

- Adjust within a range of 35–100 gyrations when shown on the plans or specification or when mutually agreed between the Engineer and Contractor.
- The Engineer may allow the IDT strength to exceed 200 psi if the corresponding Hamburg Wheel rut depth is greater than 3.0 mm and less than 12.5 mm.
- Used to establish baseline for comparison to production results. May be waived when approved.

Table 10
Hamburg Wheel Test Requirements

High-Temperature Binder Grade	Test Method	Minimum # of Passes @ 12.5 mm ¹ Rut Depth, Tested @ 50°C
PG 64 or lower	Tex-242-F	10,000 ²
PG 70		15,000 ³
PG 76 or higher		20,000

- When the rut depth at the required minimum number of passes is less than 3 mm, the Engineer may require the Contractor to increase the target laboratory-molded density (TGC) by 0.5% to no more than 97.5% or lower the N_{design} level (SGC) to at least 35 gyrations.
- May be decreased to at least 5,000 passes when shown on the plans.
- May be decreased to at least 10,000 passes when shown on the plans.

- 4.4.1.2. **Target Laboratory-Molded Density When The TGC Is Used.** Design the mixture at a 96.5% target laboratory-molded density. Increase the target laboratory-molded density to 97.0% or 97.5% at the Contractor's discretion or when shown on the plans or specification.
- 4.4.2. **Job-Mix Formula Approval.** The job-mix formula (JMF) is the combined aggregate gradation, target laboratory-molded density (or N_{design} level), and target asphalt percentage used to establish target values for hot-mix production. JMF1 is the original laboratory mixture design used to produce the trial batch. When WMA is used, JMF1 may be designed and submitted to the Engineer without including the WMA additive. When WMA is used, document the additive or process used and recommended rate on the JMF1 submittal. The Engineer and the Contractor will verify JMF1 based on plant-produced mixture from the trial batch unless otherwise approved. The Engineer may accept an existing mixture design previously used on a Department project and may waive the trial batch to verify JMF1. The Department may require the Contractor to reimburse the Department for verification tests if more than 2 trial batches per design are required.
- 4.4.2.1. **Contractor's Responsibilities.**
- 4.4.2.1.1. **Providing Gyrotory Compactor.** Use a SGC calibrated in accordance with [Tex-241-F](#) to design the mixture in accordance with [Tex-204-F](#), Part IV, for molding production samples. Locate the SGC, if used, at the Engineer's field laboratory and make the SGC available to the Engineer for use in molding production samples. Furnish a TGC calibrated in accordance with [Tex-914-K](#) when shown on the plans to design the mixture in accordance with [Tex-204-F](#), Part I, for molding production samples.
- 4.4.2.1.2. **Gyrotory Compactor Correlation Factors.** Use [Tex-206-F](#), Part II, to perform a gyrotory compactor correlation when the Engineer uses a different gyrotory compactor. Apply the correlation factor to all subsequent production test results.
- 4.4.2.1.3. **Submitting JMF1.** Furnish a mix design report (JMF1) with representative samples of all component materials and request approval to produce the trial batch. Provide approximately 10,000 g of the design mixture if opting to have the Department perform the Hamburg Wheel test on the laboratory mixture, and request that the Department perform the test.

- 4.4.2.1.4. **Supplying Aggregates.** Provide approximately 40 lb. of each aggregate stockpile unless otherwise directed.
- 4.4.2.1.5. **Supplying Asphalt.** Provide at least 1 gal. of the asphalt material and enough quantities of any additives proposed for use.
- 4.4.2.1.6. **Ignition Oven Correction Factors.** Determine the aggregate and asphalt correction factors from the ignition oven in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 months old. Provide the Engineer with split samples of the mixtures before the trial batch production, including all additives (except water), and blank samples used to determine the correction factors for the ignition oven used for QA testing during production. Correction factors established from a previously approved mixture design may be used for the current mixture design if the mixture design and ignition oven are the same as previously used, unless otherwise directed.
- 4.4.2.1.7. **Boil Test.** Perform the test and retain the tested sample from [Tex-530-C](#) until completion of the project or as directed. Use this sample for comparison purposes during production. The Engineer may waive the requirement for the boil test.
- 4.4.2.1.8. **Trial Batch Production.** Provide a plant-produced trial batch upon receiving conditional approval of JMF1 and authorization to produce a trial batch, including the WMA additive or process if applicable, for verification testing of JMF1 and development of JMF2. Produce a trial batch mixture that meets the requirements in Table 4, Table 5, and Table 11. The Engineer may accept test results from recent production of the same mixture instead of a new trial batch.
- 4.4.2.1.9. **Trial Batch Production Equipment.** Use only equipment and materials proposed for use on the project to produce the trial batch.
- 4.4.2.1.10. **Trial Batch Quantity.** Produce enough quantity of the trial batch to ensure that the mixture meets the specification requirements.
- 4.4.2.1.11. **Number of Trial Batches.** Produce trial batches as necessary to obtain a mixture that meets the specification requirements.
- 4.4.2.1.12. **Trial Batch Sampling.** Obtain a representative sample of the trial batch and split it into 3 equal portions in accordance with [Tex-222-F](#). Label these portions as "Contractor," "Engineer," and "Referee." Deliver samples to the appropriate laboratory as directed.
- 4.4.2.1.13. **Trial Batch Testing.** Test the trial batch to ensure the mixture produced using the proposed JMF1 meets the mixture requirements in Table 11. Ensure the trial batch mixture is also in compliance with the Hamburg Wheel requirement in Table 10. Use a Department-approved laboratory to perform the Hamburg Wheel test on the trial batch mixture or request that the Department perform the Hamburg Wheel test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test results on the trial batch. Provide the Engineer with a copy of the trial batch test results.
- 4.4.2.1.14. **Development of JMF2.** Evaluate the trial batch test results after the Engineer grants full approval of JMF1 based on results from the trial batch, determine the optimum mixture proportions, and submit as JMF2. Adjust the asphalt binder content or gradation to achieve the specified target laboratory-molded density. The asphalt binder content established for JMF2 is not required to be within any tolerance of the optimum asphalt binder content established for JMF1; however, mixture produced using JMF2 must meet the voids in mineral aggregates (VMA) requirements for production shown in Table 8. If the optimum asphalt binder content for JMF2 is more than 0.5% lower than the optimum asphalt binder content for JMF1, the Engineer may perform or require the Contractor to perform [Tex-226-F](#) on Lot 1 production to confirm the indirect tensile strength does not exceed 200 psi. Verify that JMF2 meets the mixture requirements in Table 5.
- 4.4.2.1.15. **Mixture Production.** Use JMF2 to produce Lot 1 as described in Section 3076.4.9.3.1.1., "Lot 1 Placement," after receiving approval for JMF2 and a passing result from the Department's or a Department-approved

laboratory's Hamburg Wheel test on the trial batch. If desired, proceed to Lot 1 production, once JMF2 is approved, at the Contractor's risk without receiving the results from the Department's Hamburg Wheel test on the trial batch.

Notify the Engineer if electing to proceed without Hamburg Wheel test results from the trial batch. Note that the Engineer may require up to the entire subplot of any mixture failing the Hamburg Wheel test to be removed and replaced at the Contractor's expense.

4.4.2.1.16. **Development of JMF3.** Evaluate the test results from Lot 1, determine the optimum mixture proportions, and submit as JMF3 for use in Lot 2.

4.4.2.1.17. **JMF Adjustments.** If JMF adjustments are necessary to achieve the specified requirements, make the adjustments before beginning a new lot. The adjusted JMF must:

- be provided to the Engineer in writing before the start of a new lot;
- be numbered in sequence to the previous JMF;
- meet the mixture requirements in Table 4 and Table 5;
- meet the master gradation limits shown in Table 8; and
- be within the operational tolerances of JMF2 listed in Table 11.

4.4.2.1.18. **Requesting Referee Testing.** Use referee testing, if needed, in accordance with Section 3076.4.9.1., "Referee Testing," to resolve testing differences with the Engineer.

Table 11
Operational Tolerances

Description	Test Method	Allowable Difference Between Trial Batch and JMF1 Target	Allowable Difference from Current JMF Target	Allowable Difference between Contractor and Engineer ¹
Individual % retained for #8 sieve and larger	Tex-200-F or Tex-236-F	Must be Within Master Grading Limits in Table 8	±5.0 ^{2,3}	±5.0
Individual % retained for sieves smaller than #8 and larger than #200			±3.0 ^{2,3}	±3.0
% passing the #200 sieve			±2.0 ^{2,3}	±1.6
Asphalt binder content, %	Tex-236-F	±0.5	±0.3 ³	±0.3
Laboratory-molded density, %	Tex-207-F	±1.0	±1.0	±1.0
In-place air voids, %		N/A	N/A	±1.0
Laboratory-molded bulk specific gravity		N/A	N/A	±0.020
VMA, %, min	Tex-204-F	Note ⁴	Note ⁴	N/A
Theoretical maximum specific (Rice) gravity	Tex-227-F	N/A	N/A	±0.020

1. Contractor may request referee testing only when values exceed these tolerances.
2. When within these tolerances, mixture production gradations may fall outside the master grading limits; however, the % passing the #200 will be considered out of tolerance when outside the master grading limits.
3. Only applies to mixture produced for Lot 1 and higher.
4. Test and verify that Table 8 requirements are met.

4.4.2.2. **Engineer's Responsibilities.**

4.4.2.2.1. **Gyratory Compactor.** For SGC mixtures designed in accordance with [Tex-204-F](#), Part IV, the Engineer will use a Department SGC, calibrated in accordance with [Tex-241-F](#), to mold samples for laboratory mixture design verification. For molding trial batch and production specimens, the Engineer will use the Contractor-provided SGC at the field laboratory or provide and use a Department SGC at an alternate location. The Engineer will make the Contractor-provided SGC in the Department field laboratory available to the Contractor for molding verification samples.

For TGC mixtures designed in accordance with [Tex-204-F](#), Part I, the Engineer will use a Department TGC, calibrated in accordance with [Tex-914-K](#), to mold samples for trial batch and production testing. The Engineer will make the Department TGC and the Department field laboratory available to the Contractor for molding verification samples, if requested by the Contractor.

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

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

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

Unless waived, the Engineer will determine the Micro-Deval abrasion loss in accordance with Section 3076.2.1.1.2., "Micro-Deval Abrasion." If the Engineer's test results are pending after two working days, conditional approval of JMF1 will still be granted within two working days of receiving JMF1. When the Engineer's test results become available, they will be used for specification compliance.

After conditionally approving JMF1, including either Contractor- or Department-supplied Hamburg Wheel test results, the Contractor is authorized to produce a trial batch.

4.4.2.2.3. **Hamburg Wheel Testing of JMF1.** If the Contractor requests the option to have the Department perform the Hamburg Wheel test on the laboratory mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in Table 10.

4.4.2.2.4. **Ignition Oven Correction Factors.** The Engineer will use the split samples provided by the Contractor to determine the aggregate and asphalt correction factors for the ignition oven used for QA testing during production in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 months old.

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

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

- [Tex-226-F](#), to verify that the indirect tensile strength meets the requirement shown in Table 9; and
- [Tex-530-C](#), to retain and use for comparison purposes during production.

4.4.2.2.6. **Full Approval of JMF1.** The Engineer will grant full approval of JMF1 and authorize the Contractor to proceed with developing JMF2 if the Engineer's results for the trial batch meet the requirements in Table 11. The Engineer will notify the Contractor that an additional trial batch is required if the trial batch does not meet these requirements.

4.4.2.2.7. **Approval of JMF2.** The Engineer will approve JMF2 within one working day if the mixture meets the requirements in Table 5 and the gradation meets the master grading limits shown in Table 8. The asphalt binder content established for JMF2 is not required to be within any tolerance of the optimum asphalt binder content established for JMF1; however, mixture produced using JMF2 must meet the VMA requirements shown in Table 8. If the optimum asphalt binder content for JMF2 is more than 0.5% lower than the optimum asphalt binder content for JMF1, the Engineer may perform or require the Contractor to perform [Tex-226-F](#) on Lot 1 production to confirm the indirect tensile strength does not exceed 200 psi.

4.4.2.2.8. **Approval of Lot 1 Production.** The Engineer will authorize the Contractor to proceed with Lot 1 production (using JMF2) as soon as a passing result is achieved from the Department's or a Department-approved laboratory's Hamburg Wheel test on the trial batch. The Contractor may proceed at its own risk with Lot 1 production without the results from the Hamburg Wheel test on the trial batch.

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

4.4.2.2.9. **Approval of JMF3 and Subsequent JMF Changes.** JMF3 and subsequent JMF changes are approved if they meet the mixture requirements shown in Table 4, Table 5, and the master grading limits shown in Table 8, and are within the operational tolerances of JMF2 shown in Table 11.

4.5. **Production Operations.** Perform a new trial batch when the plant or plant location is changed. Take corrective action and receive approval to proceed after any production suspension for noncompliance to the specification. Submit a new mix design and perform a new trial batch when the asphalt binder content of:

- any RAP stockpile used in the mix is more than 0.5% higher than the value shown on the mixture design report; or
- RAS stockpile used in the mix is more than 2.0% higher than the value shown on the mixture design report.

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

4.5.2. **Mixing and Discharge of Materials.** Notify the Engineer of the target discharge temperature and produce the mixture within 25°F of the target. Monitor the temperature of the material in the truck before shipping to ensure that it does not exceed the maximum production temperatures listed in Table 12 (or 275°F for WMA). The Department will not pay for or allow placement of any mixture produced above the maximum production temperatures listed in Table 12.

Table 12
Maximum Production Temperature

High-Temperature Binder Grade ¹	Maximum Production Temperature
PG 64	325°F
PG 70	335°F
PG 76	345°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.

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

Control the mixing time and temperature so that substantially all moisture is removed from the mixture before discharging from the plant. Determine the moisture content, if requested, by oven-drying in accordance with

[Tex-212-F](#), Part II, and verify that the mixture contains no more than 0.2% of moisture by weight. Obtain the sample immediately after discharging the mixture into the truck, and perform the test promptly.

- 4.6. **Hauling Operations.** Clean all truck beds before use to ensure that mixture is not contaminated. Use a release agent shown on the Department's MPL to coat the inside bed of the truck when necessary.

Use equipment for hauling as defined in Section 3076.4.7.3.3., "Hauling Equipment." Use other hauling equipment only when allowed.

- 4.7. **Placement Operations.** Collect haul tickets from each load of mixture delivered to the project and provide the Department's copy to the Engineer approximately every hour, or as directed. Use a hand-held thermal camera or infrared thermometer, when a thermal imaging system is not used, to measure and record the internal temperature of the mixture as discharged from the truck or Material Transfer Device (MTD) before or as the mix enters the paver and an approximate station number or GPS coordinates on each ticket. Calculate the daily yield and cumulative yield for the specified lift and provide to the Engineer at the end of paving operations for each day unless otherwise directed. The Engineer may suspend production if the Contractor fails to produce and provide haul tickets and yield calculations by the end of paving operations for each day.

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

Table 13
Compacted Lift Thickness and Required Core Height

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

- 4.7.1. **Weather Conditions.**

- 4.7.1.1. **When Using a Thermal Imaging System.** Place mixture when the roadway surface is dry and the roadway surface temperature is at or above the temperatures listed in Table 14A. The Engineer may restrict the Contractor from paving surface mixtures if the ambient temperature is likely to drop below 32°F within 12 hr. of paving. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. Provide output data from the thermal imaging system to demonstrate to the Engineer that no recurring severe thermal segregation exists in accordance with Section 3076.4.7.3.1.2., "Thermal Imaging System."

Table 14A
Minimum Pavement Surface Temperatures

High-Temperature Binder Grade ¹	Minimum Pavement Surface Temperatures (°F)	
	Subsurface Layers or Night Paving Operations	Surface Layers Placed in Daylight Operations
PG 64	35	40
PG 70	45 ²	50 ²
PG 76	45 ²	50 ²

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

4.7.1.2.

When Not Using a Thermal Imaging System. When using a thermal camera instead of the thermal imaging system, place mixture when the roadway surface temperature is at or above the temperatures listed in Table 14B unless otherwise approved or as shown on the plans. Measure the roadway surface temperature with a hand-held thermal camera or infrared thermometer. The Engineer may allow mixture placement to begin before the roadway surface reaches the required temperature if conditions are such that the roadway surface will reach the required temperature within 2 hr. of beginning placement operations. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. The Engineer may restrict the Contractor from paving if the ambient temperature is likely to drop below 32°F within 12 hr. of paving.

Table 14B
Minimum Pavement Surface Temperatures

High-Temperature Binder Grade ¹	Minimum Pavement Surface Temperatures (°F)	
	Subsurface Layers or Night Paving Operations	Surface Layers Placed in Daylight Operations
PG 64	45	50
PG 70	55 ²	60 ²
PG 76	60 ²	60 ²

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

4.7.2.

Tack Coat.

4.7.2.1.

Application. Clean the surface before placing the tack coat. The Engineer will set the rate between 0.04 and 0.10 gal. of residual asphalt per square yard of surface area. Apply a uniform tack coat at the specified rate unless otherwise directed. Apply the tack coat in a uniform manner to avoid streaks and other irregular patterns. Apply the tack coat to all surfaces that will come in contact with the subsequent HMA placement, unless otherwise directed. Allow adequate time for emulsion to break completely before placing any material. Prevent splattering of tack coat when placed adjacent to curb, gutter, and structures. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.

4.7.2.2.

Sampling. The Engineer will obtain at least one sample of the tack coat binder per project in accordance with [Tex-500-C](#), Part III, and test it to verify compliance with Item 300, "Asphalts, Oils, and Emulsions." The Engineer will notify the Contractor when the sampling will occur and will witness the collection of the sample from the asphalt distributor immediately before use.

For emulsions, the Engineer may test as often as necessary to ensure the residual of the emulsion is greater than or equal to the specification requirement in Item 300, "Asphalts, Oils, and Emulsions."

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

Table 15
Minimum Mixture Placement Temperature

High-Temperature Binder Grade ¹	Minimum Placement Temperature (Before Entering Paver) ^{2,3}
PG 64	260°F
PG 70	270°F
PG 76	280°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. Minimum placement temperatures may be reduced 10°F if using a chemical WMA additive as a compaction aid.
3. When using WMA, the minimum placement temperature is 215°F.

- 4.7.3.1. **Thermal Profile.** Use a hand-held thermal camera or a thermal imaging system to obtain a continuous thermal profile in accordance with [Tex-244-F](#). Thermal profiles are not applicable in areas described in Section 3076.4.9.3.1.4., “Miscellaneous Areas.”
- 4.7.3.1.1. **Thermal Segregation.**
- 4.7.3.1.1.1. **Moderate.** Any areas that have a temperature differential greater than 25°F, but not exceeding 50°F, are deemed as moderate thermal segregation.
- 4.7.3.1.1.2. **Severe.** Any areas that have a temperature differential greater than 50°F are deemed as severe thermal segregation.
- 4.7.3.1.2. **Thermal Imaging System.** Review the output results when a thermal imaging system is used, and provide the automated report described in [Tex-244-F](#) to the Engineer daily unless otherwise directed. Modify the paving process as necessary to eliminate any recurring (moderate or severe) thermal segregation identified by the thermal imaging system. The Engineer may suspend paving operations if the Contractor cannot successfully modify the paving process to eliminate recurring severe thermal segregation. Density profiles are not required and not applicable when using a thermal imaging system. Provide the Engineer with electronic copies of all daily data files that can be used with the thermal imaging system software to generate temperature profile plots daily or upon completion of the project or as requested by the Engineer.
- 4.7.3.1.3. **Thermal Camera.** When using a thermal camera instead of the thermal imaging system, take immediate corrective action to eliminate recurring moderate thermal segregation when a hand-held thermal camera is used. Evaluate areas with moderate thermal segregation by performing density profiles in accordance with Section 3076.4.9.3.3.2., “Segregation (Density Profile).” Provide the Engineer with the thermal profile of every subplot within one working day of the completion of each lot. When requested by the Engineer, provide the thermal images generated using the thermal camera. Report the results of each thermal profile in accordance with Section 3076.4.2., “Reporting and Responsibilities.” The Engineer will use a hand-held thermal camera to obtain a thermal profile at least once per project. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that contains severe thermal segregation. Suspend operations and take immediate corrective action to eliminate severe thermal segregation unless otherwise directed. Resume operations when the Engineer determines that subsequent production will meet the requirements of this Section. Evaluate areas with severe thermal segregation by performing density profiles in accordance with Section 3076.4.9.3.3.2., “Segregation (Density Profile).” Remove and replace the material in any areas that have both severe thermal segregation and a failing result for Segregation (Density Profile) unless otherwise directed. The subplot in question may receive a production and placement payment adjustment greater than 1.000, if applicable, when the defective material is successfully removed and replaced.
- 4.7.3.2. **Windrow Operations.** Operate windrow pickup equipment so that when hot-mix is placed in windrows, substantially all the mixture deposited on the roadbed is picked up and loaded into the paver.

4.7.3.3. **Hauling Equipment.** Use belly dumps, live bottom, or end dump trucks to haul and transfer mixture; however, with exception of paving miscellaneous areas, end dump trucks are only allowed when used in conjunction with an MTD with remixing capability or when a thermal imaging system is used unless otherwise allowed.

4.7.3.4. **Screed Heaters.** Turn off screed heaters to prevent overheating of the mat if the paver stops for more than 5 min. The Engineer may evaluate the suspect area in accordance with Section 3076.4.9.3.3.4., "Recovered Asphalt Dynamic Shear Rheometer (DSR)," if the screed heater remains on for more than 5 min. while the paver is stopped.

4.8. **Compaction.** Compact the pavement uniformly to contain between 3.8% and 8.5% in-place air voids. Take immediate corrective action to bring the operation within 3.8% and 8.5% when the in-place air voids exceed the range of these tolerances. The Engineer will allow paving to resume when the proposed corrective action is likely to yield between 3.8% and 8.5% in-place air voids.

Obtain cores in areas placed under Exempt Production, as directed, at locations determined by the Engineer. The Engineer may test these cores and suspend operations or require removal and replacement if the in-place air voids are less than 2.7% or more than 9.9%. Areas defined in Section 3076.4.9.3.1.4., "Miscellaneous Areas," are not subject to in-place air void determination.

Furnish the type, size, and number of rollers required for compaction as approved. Use additional rollers as required to remove any roller marks. Use only water or an approved release agent on rollers, tamps, and other compaction equipment unless otherwise directed.

Use the control strip method shown in [Tex-207-F](#), Part IV, on the first day of production to establish the rolling pattern that will produce the desired in-place air voids unless otherwise directed.

Use tamps to thoroughly compact the edges of the pavement along curbs, headers, and similar structures and in locations that will not allow thorough compaction with rollers. The Engineer may require rolling with a trench roller on widened areas, in trenches, and in other limited areas.

Complete all compaction operations before the pavement temperature drops below 160°F unless otherwise allowed. The Engineer may allow compaction with a light finish roller operated in static mode for pavement temperatures below 160°F.

Allow the compacted pavement to cool to 160°F or lower before opening to traffic unless otherwise directed. Sprinkle the finished mat with water or limewater, when directed, to expedite opening the roadway to traffic.

4.9. **Acceptance Plan.** Payment adjustments for the material will be in accordance with Article 3076.6., "Payment."

Sample and test the hot-mix on a lot and subplot basis. Suspend production until test results or other information indicates to the satisfaction of the Engineer that the next material produced or placed will result in payment factors of at least 1.000, if the production payment factor given in Section 3076.6.1., "Production Payment Adjustment Factors," for two consecutive lots or the placement pay factor given in Section 3076.6.2., "Placement Payment Adjustment Factors," for two consecutive lots is below 1.000.

4.9.1. **Referee Testing.** The Materials and Tests Division is the referee laboratory. The Contractor may request referee testing if a "remove and replace" condition is determined based on the Engineer's test results, or if the differences between Contractor and Engineer test results exceed the maximum allowable difference shown in Table 11 and the differences cannot be resolved. The Contractor may also request referee testing if the Engineer's test results require suspension of production and the Contractor's test results are within specification limits. Make the request within five working days after receiving test results and cores from the Engineer. Referee tests will be performed only on the subplot in question and only for the particular tests in question. Allow 10 working days from the time the referee laboratory receives the samples for test results to

be reported. The Department may require the Contractor to reimburse the Department for referee tests if more than three referee tests per project are required and the Engineer's test results are closer to the referee test results than the Contractor's test results.

The Materials and Tests Division will determine the laboratory-molded density based on the molded specific gravity and the maximum theoretical specific gravity of the referee sample. The in-place air voids will be determined based on the bulk specific gravity of the cores, as determined by the referee laboratory and the Engineer's average maximum theoretical specific gravity for the lot. With the exception of "remove and replace" conditions, referee test results are final and will establish payment adjustment factors for the subplot in question. The Contractor may decline referee testing and accept the Engineer's test results when the placement payment adjustment factor for any subplot results in a "remove and replace" condition. Placement sublots subject to be removed and replaced will be further evaluated in accordance with Section 3076.6.2.2., "Placement Sublots Subject to Removal and Replacement."

4.9.2. **Production Acceptance.**

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

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

4.9.2.1.1. **Incomplete Production Lots.** If a lot is begun but cannot be completed, such as on the last day of production or in other circumstances deemed appropriate, the Engineer may close the lot. Adjust the payment for the incomplete lot in accordance with Section 3076.6.1., "Production Payment Adjustment Factors." Close all lots within five working days unless otherwise allowed.

4.9.2.2. **Production Sampling.**

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

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

4.9.2.2.1.2. **Blind Sample.** For one subplot per lot, the Engineer will obtain and test a "blind" sample instead of the random sample collected by the Contractor. Test either the "blind" or the random sample; however, referee testing (if applicable) will be based on a comparison of results from the "blind" sample. The location of the Engineer's "blind" sample will not be disclosed to the Contractor. The Engineer's "blind" sample may be randomly selected in accordance with [Tex-225-F](#) for any subplot or selected at the discretion of the Engineer. The Engineer will use the Contractor's split sample for sublots not sampled by the Engineer.

4.9.2.2.2. **Informational Shear Bond Strength Testing.** Select one random subplot from Lot 2 or higher for shear bond strength testing. Obtain full depth cores in accordance with [Tex-249-F](#). Label the cores with the Control Section Job (CSJ), producer of the tack coat, mix type, shot rate, lot, and subplot number and provide to the

Engineer. The Engineer will ship the cores to the Materials and Tests Division or district laboratory for shear bond strength testing. Results from these tests will not be used for specification compliance.

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

At least once per project, the Engineer will collect split samples of each binder grade and source used. The Engineer will submit one split sample to MTD to verify compliance with Item 300, "Asphalts, Oils, and Emulsions" and will retain the other split sample for one year.

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

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

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

Table 16
Production and Placement Testing Frequency

Description	Test Method	Minimum Contractor Testing Frequency	Minimum Engineer Testing Frequency
Individual % retained for #8 sieve and larger	Tex-200-F or Tex-236-F	1 per subplot	1 per 12 sublots ¹
Individual % retained for sieves smaller than #8 and larger than #200			
% passing the #200 sieve			
Laboratory-molded density	Tex-207-F	N/A	1 per subplot ¹
Laboratory-molded bulk specific gravity			
In-place air voids			
VMA	Tex-204-F	1 per subplot	1 per project
Segregation (density profile) ²	Tex-207-F , Part V		
Longitudinal joint density	Tex-207-F , Part VII	When directed	1 per subplot ¹
Moisture content	Tex-212-F , Part II	N/A	
Theoretical maximum specific (Rice) gravity	Tex-227-F	1 per subplot	1 per lot ¹
Asphalt binder content	Tex-236-F	N/A	1 per project
Hamburg Wheel test	Tex-242-F	N/A	
Recycled Asphalt Shingles (RAS) ³	Tex-217-F , Part III	1 per subplot	
Thermal profile ²	Tex-244-F	1 per lot (sample only) ⁴	
Asphalt binder sampling and testing	Tex-500-C , Part II	N/A	
Tack coat sampling and testing	Tex-500-C , Part III	1 per lot	
Boil test ⁵	Tex-530-C	1 per project (sample only)	
Shear Bond Strength Test ⁶	Tex-249-F		

1. For production defined in Section 3076.4.9.4., "Exempt Production," the Engineer will test one per day if 100 tons or more are produced. For Exempt Production, no testing is required when less than 100 tons are produced.
2. Not required when a thermal imaging system is used.
3. Testing performed by the Materials and Tests Division or designated laboratory.
4. Obtain witnessed by the Engineer. The Engineer will retain these samples for one year.
5. The Engineer may reduce or waive the sampling and testing requirements based on a satisfactory test history.
6. Testing performed by the Materials and Tests Division or District for informational purposes only.

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

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

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

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

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

meet the minimum VMA requirement for production listed in Table 8 based on the Engineer's VMA determination.

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

- 4.9.2.4.4. **Hamburg Wheel Test.** The Engineer may perform a Hamburg Wheel test at any time during production, including when the boil test indicates a change in quality from the materials submitted for JMF1. In addition to testing production samples, the Engineer may obtain cores and perform Hamburg Wheel tests on any areas of the roadway where rutting is observed. Suspend production until further Hamburg Wheel tests meet the specified values when the production or core samples fail the Hamburg Wheel test criteria in Table 10. Core samples, if taken, will be obtained from the center of the finished mat or other areas excluding the vehicle wheel paths. The Engineer may require up to the entire subplot of any mixture failing the Hamburg Wheel test to be removed and replaced at the Contractor's expense.

If the Department's or Department approved laboratory's Hamburg Wheel test results in a "remove and replace" condition, the Contractor may request that the Department confirm the results by re-testing the failing material. The Materials and Tests Division will perform the Hamburg Wheel tests and determine the final disposition of the material in question based on the Department's test results.

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

4.9.3. **Placement Acceptance.**

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

- 4.9.3.1.1. **Lot 1 Placement.** Placement payment adjustments greater than 1.000 for Lot 1 will be in accordance with Section 3076.6.2., "Placement Payment Adjustment Factors"; however, no placement adjustment less than 1.000 will be assessed for any subplot placed in Lot 1 when the in-place air voids are greater than or equal to 2.7% and less than or equal to 9.9%. Remove and replace any subplot with in-place air voids less than 2.7% or greater than 9.9%.

- 4.9.3.1.2. **Incomplete Placement Lots.** An incomplete placement lot consists of the area placed as described in Section 3076.4.9.2.1.1., "Incomplete Production Lots," excluding areas defined in Section 3076.4.9.3.1.4., "Miscellaneous Areas." Placement sampling is required if the random sample plan for production resulted in a sample being obtained from an incomplete production subplot.

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

- 4.9.3.1.4. **Miscellaneous Areas.** Miscellaneous areas include areas that typically involve significant handwork or discontinuous paving operations, such as temporary detours, driveways, mailbox turnouts, crossovers, gores, spot level-up areas, and other similar areas. Temporary detours are subject to in-place air void determination when shown on the plans. Miscellaneous areas also include level-ups and thin overlays when the layer thickness specified on the plans is less than the minimum untrimmed core height eligible for testing shown in Table 13. The specified layer thickness is based on the rate of 110 lb./sq. yd. for each inch of

pavement unless another rate is shown on the plans. When “level up” is listed as part of the item bid description code, a payment adjustment factor of 1.000 will be assigned for all placement sublots as described in Article 3076.6, “Payment.” Miscellaneous areas are not eligible for random placement sampling locations. Compact miscellaneous areas in accordance with Section 3076.4.8., “Compaction.” Miscellaneous areas are not subject to in-place air void determination, thermal profiles testing, segregation (density profiles), or longitudinal joint density evaluations.

4.9.3.2.

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

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

Provide the equipment and means to obtain and trim roadway cores on site. On-site is defined as in close proximity to where the cores are taken. Obtain the cores within one working day of the time the placement subplot is completed unless otherwise approved. Obtain two 6-in. diameter cores side-by-side from within 1 ft. of the random location provided for the placement subplot. For Type D and Type F mixtures, 4-in. diameter cores are allowed. Mark the cores for identification, measure and record the untrimmed core height, and provide the information to the Engineer. The Engineer will witness the coring operation and measurement of the core thickness. Visually inspect each core and verify that the current paving layer is bonded to the underlying layer. Take corrective action if an adequate bond does not exist between the current and underlying layer to ensure that an adequate bond will be achieved during subsequent placement operations.

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

The Engineer may have the cores transported back to the Department’s laboratory at the HMA plant via the Contractor’s haul truck or other designated vehicle. In such cases where the cores will be out of the Engineer’s possession during transport, the Engineer will use Department-provided security bags and the Roadway Core Custody protocol located at <http://www.txdot.gov/business/specifications.htm> to provide a secure means and process that protects the integrity of the cores during transport.

Decide whether to include the pair of cores in the air void determination for that subplot if the core height before trimming is less than the minimum untrimmed value shown in Table 13. Trim the cores as described above before delivering to the Engineer if electing to have the cores included in the air void determination. Deliver untrimmed cores to the Engineer and inform the Engineer of the decision to not have the cores included in air void determination if electing to not have the cores included in air void determination. The placement pay factor for the subplot will be 1.000 if cores will not be included in air void determination.

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

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

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

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

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

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

4.9.3.3.2. **Segregation (Density Profile).** Test for segregation using density profiles in accordance with [Tex-207-F](#), Part V when using a thermal camera instead of the thermal imaging system. Density profiles are not required and are not applicable when using a thermal imaging system. Density profiles are not applicable in areas described in Section 3076.4.9.3.1.4., "Miscellaneous Areas."

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

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

Table 17
Minimum Uncompacted Mat Temperature Requiring a Segregation Profile

High-Temperature Binder Grade ¹	Minimum Temperature of the Uncompacted Mat Allowed Before Initial Break Down Rolling ^{2,3,4}
PG 64	<250°F
PG 70	<260°F
PG 76	<270°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. Segregation profiles are required in areas with moderate and severe thermal segregation as described in Section 3076.4.7.3.1.3.
3. Minimum uncompacted mat temperature requiring a segregation profile may be reduced 10°F if using a chemical WMA additive as a compaction aid.
4. When using WMA, the minimum uncompacted mat temperature requiring a segregation profile is 215°F.

Provide the Engineer with the density profile of every subplot in the lot within one working day of the completion of each lot. Report the results of each density profile in accordance with Section 3076.4.2., "Reporting and Responsibilities."

The density profile is considered failing if it exceeds the tolerances in Table 18. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that contains a failing density profile. When a hand-held thermal camera is used instead of a thermal imaging system, the Engineer will measure the density profile at least once per project. The Engineer's density profile results will be used when available. The Engineer may require the Contractor to remove and replace the area in question if the area fails the density profile and has surface irregularities as defined in Section 3076.4.9.3.3.5., "Irregularities." The subplot in question may receive a production and placement payment adjustment greater than 1.000, if applicable, when the defective material is successfully removed and replaced.

Investigate density profile failures and take corrective actions during production and placement to eliminate the segregation. Suspend production if 2 consecutive density profiles fail unless otherwise approved. Resume production after the Engineer approves changes to production or placement methods.

Table 18
Segregation (Density Profile) Acceptance Criteria

Mixture Type	Maximum Allowable Density Range (Highest to Lowest)	Maximum Allowable Density Range (Average to Lowest)
Type B	8.0 pcf	5.0 pcf
Type C, Type D & Type F	6.0 pcf	3.0 pcf

4.9.3.3.3. Longitudinal Joint Density.

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

4.9.3.3.3.2. **Record Tests.** Perform a joint density evaluation for each subplot at each pavement edge that is or will become a longitudinal joint. Joint density evaluations are not applicable in areas described in Section 3076.4.9.3.1.4., "Miscellaneous Areas." Determine the joint density in accordance with [Tex-207-F](#), Part VII. Record the joint density information and submit results on Department forms to the Engineer. The evaluation is considered failing if the joint density is more than 3.0 pcf below the density taken at the core random sample location and the correlated joint density is less than 90.0%. The Engineer will make independent joint density verification at least once per project and may make independent joint density verifications at the random sample locations. The Engineer's joint density test results will be used when available.

Provide the Engineer with the joint density of every subplot in the lot within one working day of the completion of each lot. Report the results of each joint density in accordance with Section 3076.4.2., "Reporting and Responsibilities."

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

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

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

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

4.9.4. **Exempt Production.** The Engineer may deem the mixture as exempt production for the following conditions:

- anticipated daily production is less than 500 tons;
- total production for the project is less than 5,000 tons;
- when mutually agreed between the Engineer and the Contractor; or
- when shown on the plans.

For exempt production, the Contractor is relieved of all production and placement sampling and testing requirements, except for coring operations when required by the Engineer. The production and placement pay factors are 1.000 if the specification requirements listed below are met, all other specification requirements are met, and the Engineer performs acceptance tests for production and placement listed in Table 16 when 100 tons or more per day are produced.

- produce, haul, place, and compact the mixture in compliance with the specification and as directed;
- control mixture production to yield a laboratory-molded density that is within $\pm 1.0\%$ of the target laboratory-molded density as tested by the Engineer;
- compact the mixture in accordance with Section 3076.4.8., "Compaction;" and
- when a thermal imaging system is not used, the Engineer may perform segregation (density profiles) and thermal profiles in accordance with the specification.

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

5. MEASUREMENT

- 5.1. **Dense Graded Hot-Mix Asphalt.** Hot mix will be measured by the ton of composite hot-mix, which includes asphalt, aggregate, and additives. Measure the weight on scales in accordance with Item 520, "Weighing and Measuring Equipment."
- 5.2. **Tack Coat.** Tack coat will be measured at the applied temperature by strapping the tank before and after road application and determining the net volume in gallons from the calibrated distributor. The Engineer will witness all strapping operations for volume determination. All tack, including emulsions, will be measured by the gallon applied.

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

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3076.5.1, "Measurement," will be paid for at the unit bid price for "Dense Graded Hot-Mix Asphalt" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Article 3076.5.2, "Measurement," will be paid for at the unit bid price for "Tack Coat" of the tack coat provided. These prices are full compensation for materials, placement, equipment, labor, tools, and incidentals. Payment adjustments will be applied as determined in this Item; however, a payment adjustment factor of 1.000 will be assigned for all placement sublots for "level ups" only when "level up" is listed as part of the item bid description code. A payment adjustment factor of 1.000 will be assigned to all production and placement sublots when "exempt" is listed as part of the item bid description code, and all testing requirements are met.

Payment for each subplot, including applicable payment adjustments greater than 1.000, will only be paid for sublots when the Contractor supplies the Engineer with the required documentation for production and placement QC/QA, thermal profiles, segregation density profiles, and longitudinal joint densities in accordance with Section 3076.4.2., "Reporting and Responsibilities." When a thermal imaging system is used, documentation is not required for thermal profiles or segregation density profiles on individual sublots; however, the thermal imaging system automated reports described in [Tex-244-F](#) are required.

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

Payment adjustment for ride quality will be determined in accordance with Item 585, "Ride Quality for Pavement Surfaces."

- 6.1. **Production Payment Adjustment Factors.** The production payment adjustment factor is based on the laboratory-molded density using the Engineer's test results. The bulk specific gravities of the samples from each subplot will be divided by the Engineer's maximum theoretical specific gravity for the subplot. The individual sample densities for the subplot will be averaged to determine the production payment adjustment factor in accordance with Table 19 for each subplot, using the deviation from the target laboratory-molded density defined in Table 9. The production payment adjustment factor for completed lots will be the average of the payment adjustment factors for the four sublots sampled within that lot.

Table 19
Production Payment Adjustment Factors for Laboratory-Molded Density¹

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

1. If the Engineer's laboratory-molded density on any subplot is less than 95.0% or greater than 98.0%, take immediate corrective action to bring the mixture within these tolerances. The Engineer may suspend operations if the Contractor's corrective actions do not produce acceptable results. The Engineer will allow production to resume when the proposed corrective action is likely to yield acceptable results.

6.1.1. **Payment for Incomplete Production Lots.** Production payment adjustments for incomplete lots, described under Section 3076.4.9.2.1.1., "Incomplete Production Lots," will be calculated using the average production payment factors from all sublots sampled.

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

6.1.2. **Production Sublots Subject to Removal and Replacement.** If after referee testing, the laboratory-molded density for any subplot results in a "remove and replace" condition as listed in Table 19, the Engineer may require removal and replacement or may allow the subplot to be left in place without payment. The Engineer may also accept the subplot in accordance with Section 3076.5.3.1., "Acceptance of Defective or Unauthorized Work." Replacement material meeting the requirements of this Item will be paid for in accordance with this Section.

6.2. **Placement Payment Adjustment Factors.** The placement payment adjustment factor is based on in-place air voids using the Engineer's test results. The bulk specific gravities of the cores from each subplot will be divided by the Engineer's average maximum theoretical specific gravity for the lot. The individual core densities for the subplot will be averaged to determine the placement payment adjustment factor in accordance with Table 20 for each subplot that requires in-place air void measurement. A placement payment adjustment factor of 1.000 will be assigned to the entire subplot when the random sample location falls in an area designated on the plans as not subject to in-place air void determination. A placement payment adjustment factor of 1.000 will be assigned to quantities placed in areas described in Section 3076.4.9.3.1.4., "Miscellaneous Areas." The placement payment adjustment factor for completed lots will be the average of the placement payment adjustment factors for up to four sublots within that lot.

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

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

6.2.1.

Payment for Incomplete Placement Lots. Payment adjustments for incomplete placement lots described under Section 3076.4.9.3.1.2., "Incomplete Placement Lots," will be calculated using the average of the placement payment factors from all sublots sampled and sublots where the random location falls in an area designated on the plans as not eligible for in-place air void determination.

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

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

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

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

The bulk specific gravity of the cores from each subplot will be divided by the Engineer’s average maximum theoretical specific gravity for the lot. The individual core densities for the subplot will be averaged to determine the new payment adjustment factor of the subplot in question. If the new payment adjustment factor is 0.700 or greater, the new payment adjustment factor will apply to that subplot. If the new payment adjustment factor is less than 0.700, no payment will be made for the subplot. Remove and replace the failing subplot, or the Engineer may allow the subplot to be left in place without payment. The Engineer may also accept the subplot in accordance with Section 3076.5.3.1., “Acceptance of Defective or Unauthorized Work.” Replacement material meeting the requirements of this Item will be paid for in accordance with this Section.

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

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

where:

A = Bid price × production lot quantity × average payment adjustment factor for the production lot

B = Bid price × placement lot quantity × average payment adjustment factor for the placement lot + (bid price × quantity placed in miscellaneous areas × 1.000)

Production lot quantity = Quantity actually placed - quantity left in place without payment

Placement lot quantity = Quantity actually placed - quantity left in place without payment - quantity placed in miscellaneous areas

Special Specification 3079

Permeable Friction Course



1. DESCRIPTION

Construct a hot-mix asphalt (HMA) surface course composed of a compacted permeable mixture of aggregate, asphalt binder, and additives mixed hot in a mixing plant.

2. MATERIALS

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

Notify the Engineer of all material sources and before changing any material source or formulation. The Engineer will verify that the specification requirements are met when the Contractor makes a source or formulation change, and may require a new laboratory mixture design, trial batch, or both. The Engineer may sample and test project materials at any time during the project to verify specification compliance in accordance with Item 6, "Control of Materials."

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

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

For sources not listed on the Department's BRSQC:

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

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

2.1.1.1. **Blending Class A and Class B Aggregates.** To prevent crushing of the Class B aggregate when blending, Class B aggregate may be blended with a Class A aggregate to meet requirements for Class A materials if the Department's BRSQC rated source soundness magnesium (RSSM) rating for the Class B aggregate is less than the Class A aggregate or if the RSSM rating for the Class B aggregate is less than or equal to 10%. Use the rated values for hot mix asphaltic concrete (HMAC) published in the BRSQC. When blending Class A and B aggregates to meet a Class A requirement, ensure that at least 50% by weight, or volume if required, of all the aggregates used in the mixture design retained on the No. 4 sieve comes from the Class A aggregate source, unless otherwise shown on the plans. Blend by volume if the bulk specific gravities of the Class A and B aggregates differ by more than 0.300. Class B aggregate may be disallowed when shown on the plans.

The Engineer may perform tests at any time during production, when the Contractor blends Class A and B aggregates to meet a Class A requirement, to ensure that at least 50% by weight, or volume if required, of the material retained on the No. 4 sieve comes from the Class A aggregate source. The Engineer will use the Department's mix design template, when electing to verify conformance, to calculate the percent of Class A aggregate retained on the No. 4 sieve by inputting the bin percentages shown from readouts in the control room at the time of production and stockpile gradations measured at the time of production. The Engineer may determine the gradations based on either washed or dry sieve analysis from samples obtained from individual aggregate cold feed bins or aggregate stockpiles. The Engineer may perform spot checks using the gradations supplied by the Contractor on the mixture design report as an input for the template; however, a failing spot check will require confirmation with a stockpile gradation determined by the Engineer.

2.1.1.2. **Micro-Deval Abrasion.** The Engineer will perform a minimum of one Micro-Deval abrasion test in accordance with [Tex-461-A](#) for each coarse aggregate source used in the mixture design that has a Rated Source Soundness Magnesium (RSSM) loss value greater than 10 as listed in the BRSQC, unless otherwise directed. The Engineer will perform testing before the start of production and may perform additional testing at any time during production. The Engineer may obtain the coarse aggregate samples from each coarse aggregate source or may require the Contractor to obtain the samples. The Engineer may waive all Micro-Deval testing based on a satisfactory test history of the same aggregate source.

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

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

where:

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

RSSM = Rated Source Soundness Magnesium

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

RSMD = Rated Source Micro-Deval

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

Table 1
Coarse Aggregate Quality Requirements

Property	Test Method	Requirement
SAC	Tex-499-A (AQMP)	As shown on the plans
Deleterious material, %, Max	Tex-217-F , Part I	1.0
Decantation, %, Max	Tex-217-F , Part II	1.5
Micro-Deval abrasion, %	Tex-461-A	Note ¹
Los Angeles abrasion, %, Max	Tex-410-A	30
Magnesium sulfate soundness, 5 cycles, %, Max	Tex-411-A	20
Crushed face count, ² %, Min	Tex-460-A , Part I	95
Flat and elongated particles @ 5:1, %, Max	Tex-280-F	10

1. Used to estimate the magnesium sulfate soundness loss in accordance with Section 3079.2.1.1.2., "Micro-Deval Abrasion."

2. Only applies to crushed gravel.

- 2.2. **Baghouse Fines.** Fines collected by the baghouse or other dust-collecting equipment may be reintroduced into the mixing drum.
- 2.3. **Asphalt Binder.** Furnish the type and grade of binder specified on the plans that meets the requirements of Item 300, "Asphalts, Oils, and Emulsions."
- 2.3.1. **Performance-Graded (PG) Binder.** Provide an asphalt binder with a high-temperature grade of PG 76 and low-temperature grade as shown on the plans in accordance with Section 300.2.10., "Performance-Graded Binders," when PG binder is specified.
- 2.3.2. **Asphalt-Rubber (A-R) Binder.** Provide A-R binder that meets the Type I or Type II requirements of Section 300.2.9., "Asphalt-Rubber Binders," when A-R is specified unless otherwise shown on the plans. Use at least 15.0% by weight of Crumb Rubber Modifier (CRM) that meets the Grade B or Grade C requirements of Section 300.2.7., "Crumb Rubber Modifier," unless otherwise shown on the plans. Provide the Engineer the A-R binder blend design with the mix design (JMF1) submittal. Provide the Engineer with documentation such as the bill of lading showing the quantity of CRM used in the project unless otherwise directed.
- 2.4. **Tack Coat.** Furnish CSS-1H, SS-1H, EBL, or a PG binder with a minimum high-temperature grade of PG 58 for tack coat binder in accordance with Item 300, "Asphalts, Oils, and Emulsions." Specialized tack coat materials listed on the Department's Tracking Resistant Asphalt Interlayer (TRAIL) MPL may be allowed or required when shown on the plans. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.
- 2.5. **Additives.** Provide the Engineer with documentation such as the bill of lading showing the quantity of additives used in the project unless otherwise directed.
- 2.5.1. **Fibers.** Provide cellulose or mineral fibers when PG binder is specified. Do not use fibers when A-R binder is specified. Submit written certification to the Engineer that the fibers proposed for use meet the requirements of DMS-9204, "Fiber Additives for Bituminous Mixtures." Fibers may be pre-blended into the binder at the asphalt supply terminal unless otherwise shown on the plans.
- 2.5.2. **Lime Mineral Filler.** Add lime as mineral filler at a rate of 1.0% by weight of the total dry aggregate in accordance with Item 301, "Asphalt Antistripping Agents," unless otherwise shown on the plans or waived by the Engineer based on Hamburg Wheel test results. Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum.
- 2.5.3. **Lime and Liquid Antistripping Agent.** When lime or a liquid antistripping agent is used, add in accordance with Item 301, "Asphalt Antistripping Agents." Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum. When the plans require lime to be added as an antistripping agent, lime added as mineral filler will count towards the total quantity of lime specified.
- 2.5.4. **Compaction Aid.** Compaction aid is defined as a Department-approved chemical warm mix additive denoted as "chemical additive" on the Department's materials producer list (MPL) that is used to facilitate mixing and compaction of HMA.
- Compaction aid is allowed for use on all projects. Compaction aid is required when shown on the plans or as required in Section 3079.4.7.1., "Weather Conditions."
- Warm mix foaming processes, denoted as "foaming process" on the Department-approved MPL, may be used to facilitate mixing and compaction of HMA; however warm mix foaming processes are not defined as a Compaction aid.
- 2.6. **Recycled Materials.** Recycled materials are not allowed for use.

3. EQUIPMENT

Provide required or necessary equipment in accordance with Item 320, "Equipment for Asphalt Concrete Pavement." When A-R binder is specified, equip the hot-mix plant with an in-line viscosity-measuring device located between the blending unit and the mixing drum. Provide a means to calibrate the asphalt mass flow meter on-site when a meter is used.

4. CONSTRUCTION

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

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

Table 2
Test Methods, Test Responsibility, and Minimum Certification Levels

Test Description	Test Method	Contractor	Engineer	Level ¹
1. Aggregate Testing				
Sampling	Tex-221-F	✓	✓	1A/AGG101
Dry sieve	Tex-200-F, Part I	✓	✓	1A/AGG101
Washed sieve	Tex-200-F, Part II	✓	✓	1A/AGG101
Deleterious material	Tex-217-F, Parts I & III	✓	✓	AGG101
Decantation	Tex-217-F, Part II	✓	✓	AGG101
Los Angeles abrasion	Tex-410-A		✓	Department
Magnesium sulfate soundness	Tex-411-A		✓	Department
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Crushed face count	Tex-460-A	✓	✓	AGG101
Flat and elongated particles	Tex-280-F	✓	✓	AGG101
2. Asphalt Binder & Tack Coat Sampling				
Asphalt binder sampling	Tex-500-C, Part II	✓	✓	1A/1B
Tack coat sampling	Tex-500-C, Part III	✓	✓	1A/1B
3. Mix Design & Verification				
Design and JMF changes	Tex-204-F	✓	✓	2
Mixing	Tex-205-F	✓	✓	2
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F, Parts I, VI, & VIII	✓	✓	1A
Rice gravity	Tex-227-F, Part II	✓	✓	1A
Ignition oven correction factors ²	Tex-236-F, Part II	✓	✓	2
Drain-down	Tex-235-F	✓	✓	1A
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Boil test ⁴	Tex-530-C	✓	✓	1A
Cantabro loss	Tex-245-F	✓	✓	1A
4. Production Testing				
Control charts	Tex-233-F	✓	✓	1A
Mixture sampling	Tex-222-F	✓	✓	1A/1B
Gradation & asphalt binder content ²	Tex-236-F, Part I	✓	✓	1A
Moisture content	Tex-212-F, Part II	✓	✓	1A/AGG101
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Drain-down	Tex-235-F	✓	✓	1A
Boil test ⁴	Tex-530-C	✓	✓	1A
Abson recovery	Tex-211-F		✓	Department
5. Placement Testing				
Control charts	Tex-233-F	✓	✓	1A
Ride quality measurement	Tex-1001-S	✓	✓	Note 3
Thermal profile	Tex-244-F	✓	✓	1B
Water flow test	Tex-246-F	✓	✓	1B
Shear bond strength test	Tex-249-F		✓	Department

- Level 1A, 1B, AGG101, and 2 are certification levels provided by the Hot Mix Asphalt Center certification program.
- Refer to Section 3079.4.9.2.3., "Production Testing," for exceptions to using an ignition oven.
- Profiler and operator are required to be certified at the Texas A&M Transportation Institute facility when Surface Test Type B is specified.
- When shown on the plans.

- 4.2. **Reporting and Responsibilities.** Use Department-provided templates to record and calculate all test data, including mixture design, production and placement tests, control charts, and thermal profiles. Obtain the current version of the templates at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html> or from the Engineer. The Engineer and the Contractor will provide any available test results to the other party when requested. The maximum allowable time for the Contractor and Engineer to exchange test data is given in Table 3. The Engineer and the Contractor will immediately report to the other party any test result that requires suspension of production or placement or that fails to meet the specification requirements. Record and electronically submit all test results and pertinent information on Department-provided templates.

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

Table 3
Reporting Schedule

Description	Reported By	Reported To	To Be Reported Within
Production Quality Control			
Gradation ¹	Contractor	Engineer	1 working day of completion of the subplot
Asphalt binder content ¹			
Laboratory-molded density ¹			
Moisture content ²			
Drain-down ¹			
Boil test ⁴			
Production Quality Assurance			
Gradation ²	Engineer	Contractor	1 working day of completion of the subplot
Asphalt binder content ²			
Laboratory-molded density ²			
Hamburg Wheel test ³			
Boil test ⁴			
Drain-down ²			
Binder tests ³			
Placement Quality Control			
Thermal profile ¹	Contractor	Engineer	1 working day of completion of the lot
Water flow ¹			
Placement Quality Assurance			
Thermal profile ²	Engineer	Contractor	1 working day of completion of the lot
Aging ratio ³			
Water flow ²			

1. These tests are required on every subplot.
2. To be performed at the frequency in accordance with Table 9 or as shown on the plans.
3. To be reported as soon as the results become available.
4. When shown on the plans

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

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

Submit a written QCP before the mandatory pre-paving meeting when directed. Receive approval of the QCP before pre-paving meeting. Include the following items in the QCP:

- 4.3.1. **Project Personnel.** For project personnel, include:
- a list of individuals responsible for QC with authority to take corrective action;
 - current contact information for each individual listed; and

- current copies of certification documents for individuals performing specified QC functions.

4.3.2. **Material Delivery and Storage.** For material delivery and storage, include:

- the sequence of material processing, delivery, and minimum quantities to assure continuous plant operations;
- aggregate stockpiling procedures to avoid contamination and segregation;
- frequency, type, and timing of aggregate stockpile testing to assure conformance of material requirements before mixture production; and
- procedure for monitoring the quality and variability of asphalt binder.

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

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

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

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

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

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

4.4. **Mixture Design.**

4.4.1. **Design Requirements.** Use the PFC design procedure provided in [Tex-204-E](#), unless otherwise shown on the plans. Design the mixture to meet the requirements in accordance with Tables 1, 4, 5, and 6. Use a Superpave Gyrotory Compactor (SGC) at 50 gyrations as the design number of gyrations (Ndesign).

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

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

- the combined aggregate gradation, source, specific gravity, and percent of each material used;
- results of all applicable tests;
- the mixing and molding temperatures;
- the signature of the Level 2 person or persons that performed the design;

- the date the mixture design was performed; and
- a unique identification number for the mixture design.

Table 4
Master Gradation Limits (% Passing by Weight or Volume)

Sieve Size	PG 76 Mixtures		A-R Mixtures		Test Procedure
	Fine (PFC-F)	Coarse (PFC-C)	Fine (PFCR-F)	Coarse (PFCR-C)	
3/4"	–	100.0 ¹	100.0 ¹	100.0 ¹	Tex-200-F
1/2"	100.0 ¹	80.0–100.0	95.0–100.0	80.0–100.0	
3/8"	95.0–100.0	35.0–60.0	50.0–80.0	35.0–60.0	
#4	20.0–55.0	1.0–20.0	0.0–8.0	0.0–20.0	
#8	1.0–10.0	1.0–10.0	0.0–4.0	0.0–10.0	
#200	1.0–4.0	1.0–4.0	0.0–4.0	0.0–4.0	

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

Table 5
Mixture Design Properties

Mix Property	PG 76 Mixtures		A-R Mixtures		Test Procedure
	Fine (PFC-F) Requirements	Coarse (PFC-C) Requirements	Fine (PFCR-F) Requirements	Coarse (PFCR-C) Requirements	
Design gyrations (N _{design})	50	50	50	50	Tex-241-F
Lab-molded density, %	78.0 Max	82.0 Max	82.0 Max	82.0 Max	Tex-207-F
Asphalt Binder Content, %	6.0–7.0	6.0–7.0	8.0–10.0	7.0–9.0	--
Hamburg Wheel test, ¹ passes at 12.5 mm rut depth	10,000 Min ²	Note 3	Note 3	Note 3	Tex-242-F
Drain-down, %	0.10 Max	0.10 Max	0.10 Max	0.10 Max	Tex-235-F
Fiber content, % by wt. of total PG 76 mixture	0.20–0.50	0.20–0.50	–	–	Calculated
Lime content, % by wt. of total aggregate	1.0 ⁴	1.0 ⁴	–	–	Calculated
CRM content, % by wt. of A-R binder	–	–	15.0 Min	15.0 Min	Calculated
Boil test ⁵	–	–	–	–	Tex-530-C
Cantabro loss, %	20.0 Max	20.0 Max	20.0 Max	20.0 Max	Tex-245-F

1. Mold test specimens to N_{design} at the optimum asphalt binder content.
2. May be decreased when shown on the plans.
3. No specification value is required unless otherwise shown on the plans.
4. Unless otherwise shown on the plans or waived by the Engineer based on Hamburg Wheel results.
5. When shown on the plans. Used to establish baseline for comparison to production results.

4.4.2. **Job-Mix Formula Approval.** The job-mix formula (JMF) is the combined aggregate gradation, N_{design} level, and target asphalt percentage used to establish target values for hot-mix production. JMF1 is the original laboratory mixture design used to produce the trial batch. When a compaction aid or foaming process is used, JMF1 may be designed and submitted to the Engineer without including the compaction aid or foaming process. When a compaction aid or foaming process is used, document the compaction aid or foaming process used and recommended rate on the JMF1 submittal. The Engineer and the Contractor will verify JMF1 based on plant-produced mixture from the trial batch unless otherwise approved. The Engineer may accept an existing mixture design previously used on a Department project and may waive the trial batch to verify JMF1. The Department may require the Contractor to reimburse the Department for verification tests if more than two trial batches per design are required.

4.4.2.1. **Contractor's Responsibilities.**

- 4.4.2.1.1. **Providing Gyrotory Compactor.** Furnish an SGC calibrated in accordance with [Tex-241-F](#) for molding production samples. Locate the SGC at the Engineer's field laboratory or make the SGC available to the Engineer for use in molding production samples.
- 4.4.2.1.2. **Gyrotory Compactor Correlation Factors.** Use [Tex-206-F](#), Part II, to perform a gyrotory compactor correlation when the Engineer uses a different SGC. Apply the correlation factor to all subsequent production test results.
- 4.4.2.1.3. **Submitting JMF1.** Furnish a mix design report (JMF1) with representative samples of all component materials and request approval to produce the trial batch. Provide an additional 25 lb. of the design mixture if opting to have the Department perform the Hamburg Wheel test on the laboratory mixture when required in accordance with Table 5, and request that the Department perform the test.
- 4.4.2.1.4. **Supplying Aggregates.** Provide approximately 40 lb. of each aggregate stockpile unless otherwise directed.
- 4.4.2.1.5. **Supplying Asphalt.** Provide at least 1 gal. of the asphalt material and enough quantities of any additives proposed for use.
- 4.4.2.1.6. **Ignition Oven Correction Factors.** Determine the aggregate and asphalt correction factors from the ignition oven in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. Note that the asphalt content correction factor takes into account the percent fibers in the mixture so that the fibers are excluded from the binder content determination. Provide the Engineer with split samples of the mixtures before the trial batch production, including all additives (except water), and blank samples used to determine the correction factors for the ignition oven used for quality assurance (QA) testing during production. Correction factors established from a previously approved mixture design may be used for the current mixture design if the mixture design and ignition oven are the same as previously used and the correction factors are not more than 12 mo. old, unless otherwise directed.
- 4.4.2.1.7. **Boil Test.** When shown on the plans, perform the test and retain the tested sample from [Tex-530-C](#) until completion of the project or as directed. Use this sample for comparison purposes during production. Add lime or liquid antistripping agent, as directed, if signs of stripping exist.
- 4.4.2.1.8. **Trial Batch Production.** Provide a plant-produced trial batch upon receiving conditional approval of JMF1 and authorization to produce a trial batch including the compaction aid or foaming process, if applicable, for verification testing of JMF1 and development of JMF2. Produce a trial batch mixture that meets the requirements in accordance with Table 6. The Engineer may accept test results from recent production of the same mixture instead of a new trial batch.
- 4.4.2.1.9. **Trial Batch Production Equipment.** Use only equipment and materials proposed for use on the project to produce the trial batch. Provide documentation to verify the calibration or accuracy of the asphalt mass flow meter to measure the binder content. Verify that asphalt mass flow meter meets the requirements of 0.4% accuracy, when required, in accordance with Item 520, "Weighing and Measuring Equipment." The Engineer may require that the accuracy of the mass flow meter be verified based on quantities used.
- 4.4.2.1.10. **Trial Batch Quantity.** Produce enough quantity of the trial batch to ensure that the mixture meets the specification requirements.
- 4.4.2.1.11. **Number of Trial Batches.** Produce trial batches as necessary to obtain a mixture that meets the specification requirements.
- 4.4.2.1.12. **Trial Batch Sampling.** Obtain a representative sample of the trial batch and split it into three equal portions in accordance with [Tex-222-F](#). Label these portions as "Contractor," "Engineer," and "Referee." Deliver samples to the appropriate laboratory as directed.
- 4.4.2.1.13. **Trial Batch Testing.** Test the trial batch to ensure the mixture produced using the proposed JMF1 meets the mixture requirements in accordance with Table 6. Ensure the trial batch mixture is also in compliance with the requirements in accordance with Table 5. Use a Department-approved laboratory listed on the MPL to perform

the Hamburg Wheel test on the trial batch mixture or request that the Department perform the Hamburg Wheel test. Provide an additional 25 lb. of the trial batch mixture if opting to have the Department perform the Hamburg Wheel test, if applicable, and request that the Department perform the test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test results on the trial batch. Provide the Engineer with a copy of the trial batch test results.

- 4.4.2.1.14. **Development of JMF2.** Evaluate the trial batch test results, determine the target mixture proportions, and submit as JMF2 after the Engineer grants full approval of JMF1 based on results from the trial batch. The mixture produced using JMF2 must meet the requirements in accordance with Tables 4 and 5. Verify that JMF2 meets the operational tolerances in accordance with Table 6.
- 4.4.2.1.15. **Mixture Production.** Use JMF2 to produce Lot 1 after receiving approval for JMF2.
- 4.4.2.1.16. **Development of JMF3.** Evaluate the test results from Lot 1, determine the optimum mixture proportions, and submit as JMF3 for use in Lot 2.
- 4.4.2.1.17. **JMF Adjustments.** If JMF adjustments are necessary to achieve the specified requirements, make the adjustments before beginning a new lot. The adjusted JMF must:
- be provided to the Engineer in writing before the start of a new lot;
 - be numbered in sequence to the previous JMF;
 - meet the master gradation limits in accordance with Table 4; and
 - be within the operational tolerances of JMF2 in accordance with Table 6.
- 4.4.2.1.18. **Requesting Referee Testing.** Use referee testing, if needed, in accordance with Section 3079.4.9.1., "Referee Testing," to resolve testing differences with the Engineer.

Table 6
Operational Tolerances

Test Description	Test Method	Allowable Difference between JMF2 and JMF1 Target ¹	Allowable Difference from Current JMF and JMF2 ²	Allowable Difference between Contractor and Engineer ³
Individual % retained for sieve sized larger than #200	Tex-200-F	Must be Within Master Grading Limits in accordance with Table 4	$\pm 3.0^4$	$\pm 5.0^4$
% passing the #200 sieve				$\pm 2.0^4$
Laboratory-molded density, %	Tex-207-F , Part VIII	± 1.0	± 1.0	± 1.0
Asphalt binder content, %	Tex-236-F , Part I ⁵	$\pm 0.3^{6,7}$	$\pm 0.3^{4,6,7}$	$\pm 0.3^{6,7}$
Drain-down, %	Tex-235-F	Note 8	Note 8	N/A
Boil test	Tex-530-C	Note 9	Note 9	N/A

1. JMF1 is the approved laboratory mixture design used for producing the trial batch. JMF2 is the approved mixture design developed from the trial batch used to produce Lot 1.
2. Current JMF is JMF3 or higher. JMF3 is the approved mixture design used to produce Lot 2.
3. Contractor may request referee testing only when values exceed these tolerances.
4. Only applies to mixture produced for Lot 1 and higher. Aggregate gradation is not allowed to be outside the limits shown in Table 4.
5. Ensure the binder content determination excludes fibers.
6. May be obtained from asphalt mass flow meter readouts as determined by the Engineer.
7. Binder content is not allowed to be outside the limits in accordance with Table 5.
8. Verify that Table 5 requirements are met.
9. When shown on the plans.

4.4.2.2. **Engineer's Responsibilities.**

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

field laboratory or provide and use a Department SGC at an alternate location.

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

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

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

Unless waived, the Engineer will determine the Micro-Deval abrasion loss in accordance with Section 3079.2.1.1.2., "Micro-Deval Abrasion." If the Engineer's test results are pending after two working days, conditional approval of JMF1 will still be granted within two working days of receiving JMF1. When the Engineer's test results become available, they will be used for specification compliance.

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

4.4.2.2.3. **Hamburg Wheel Testing.** At the Contractor's request, the Department will perform the Hamburg Wheel test on the laboratory mixture in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in accordance with Table 5. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test results on the laboratory mixture design.

4.4.2.2.4. **Ignition Oven Correction Factors.** The Engineer will use the split samples provided by the Contractor to determine the aggregate and asphalt correction factors for the ignition oven used for QA testing during production in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. The Engineer will verify that the asphalt content correction factor takes into account the percent fibers in the mixture so that the fibers are excluded from the binder content determination.

4.4.2.2.5. **Testing the Trial Batch.** Within one full working day, the Engineer will sample and test the trial batch to ensure that the mixture meets the requirements in accordance with Table 6. If the Contractor requests the option to have the Department perform the Hamburg Wheel test on the trial batch mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in accordance with Table 5.

The Engineer will have the option to perform [Tex-530-C](#) on the trial batch when shown on the plans. These results may be retained and used for comparison purposes during production.

4.4.2.2.6. **Full Approval of JMF1.** The Engineer will grant full approval of JMF1 and authorize the Contractor to proceed with developing JMF2 if the Engineer's results for the trial batch meet the requirements in accordance with Table 5.

The Engineer will notify the Contractor that an additional trial batch is required if the trial batch does not meet these requirements.

4.4.2.2.7. **Approval of JMF2.** The Engineer will approve JMF2 within one working day if the mixture meets the requirements in accordance with Tables 4, 5, and 6.

- 4.4.2.2.8. **Approval of Lot 1 Production.** The Engineer will authorize the Contractor to proceed with Lot 1 production (using JMF2).
- 4.4.2.2.9. **Approval of JMF3 and Subsequent JMF Changes.** JMF3 and subsequent JMF changes are approved if they meet the master grading limits in accordance with Table 4, the asphalt binder content in accordance with Table 5, and are within the operational tolerances of JMF2 in accordance with Table 6.
- 4.4.2.2.10. **Binder Content Adjustments.** For JMF2 and above, the Engineer may require the Contractor to adjust the target binder content by no more than 0.3% from the current JMF.
- 4.5. **Production Operations.** Perform a new trial batch when the plant or plant location is changed. Take corrective action and receive approval to proceed after any production suspension for noncompliance to the specification.
- 4.5.1. **Storage and Heating of Materials.** Do not heat the asphalt binder above the temperatures specified in Item 300, "Asphalts, Oils, and Emulsions," or outside the manufacturer's recommended values. Provide the Engineer with daily records of asphalt binder and hot-mix asphalt discharge temperatures (in legible and discernible increments) in accordance with Item 320, "Equipment for Asphalt Concrete Pavement," unless otherwise directed. Do not store mixture for a period long enough to affect the quality of the mixture, nor in any case longer than 12 hr. unless otherwise approved.
- 4.5.2. **Mixing and Discharge of Materials.** Notify the Engineer of the target discharge temperature and produce the mixture within 25°F of the target. Monitor the temperature of the material in the truck before shipping to ensure that it does not exceed the maximum production temperatures in accordance with Table 7. The Department will not pay for or allow placement of any mixture produced above the maximum production temperatures in accordance with Table 7.

Table 7
Maximum Production Temperature

High-Temperature Binder Grade ¹	Maximum Production Temperature
PG 76	345°F
A-R Binder	345°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.

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

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

Use equipment for hauling as defined in Section 3079.4.7.3.3., "Hauling Equipment." Use other hauling equipment only when allowed.

- 4.7. **Placement Operations.** Collect haul tickets from each load of mixture delivered to the project and provide the Department's copy to the Engineer approximately every hour or as directed. Use a hand-held thermal camera or infrared thermometer, when a thermal imaging system is not used, to measure and record the internal temperature of the mixture as discharged from the truck or Material Transfer Device (MTD) before or as the mix enters the paver and an approximate station number or GPS coordinates on each ticket. Calculate the daily yield and cumulative yield for the specified lift and provide to the Engineer at the end of paving operations for each day unless otherwise directed. The Engineer may suspend production if the Contractor fails to produce and provide haul tickets and yield calculations by the end of paving operations for each day.

Prepare the surface by removing raised pavement markers and objectionable material such as moisture, dirt, sand, leaves, and other loose impediments from the surface before placing mixture. Remove vegetation from

pavement edges. Place the mixture to meet the typical section requirements and produce a smooth, finished surface with a uniform appearance and texture. Offset longitudinal joints of successive courses of hot-mix by at least 6 in. Place mixture so that longitudinal joints on the surface course coincide within 6-in. of lane lines and are not placed in the wheel path, or as directed. Ensure that all finished surfaces will drain properly.

4.7.1. **Weather Conditions.**

- 4.7.1.1. **When Using a Thermal Imaging System.** The Contractor may pave any time the roadway is dry and the roadway surface temperature is at least 60°F unless otherwise approved or as shown on the plans; however, the Engineer may restrict the Contractor from paving if the ambient temperature is likely to drop below 32°F within 12 hr. of paving. Place mixtures when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. Provide output data from the thermal imaging system to demonstrate to the Engineer that no recurring severe thermal segregation exists in accordance with Section 3079.4.7.3.1.2., "Thermal Imaging System."

Produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

- 4.7.1.1.1. **When Not Using a Thermal Imaging System.** When using a thermal camera instead of the thermal imaging system, place mixture when the roadway surface temperature is at or above 70°F unless otherwise approved or as shown on the plans. Measure the roadway surface temperature with a hand-held thermal camera or infrared thermometer. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. The Engineer may restrict the Contractor from paving if the air temperature is 60°F and falling.

Produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

4.7.2. **Tack Coat.**

- 4.7.2.1. **Application.** Clean the surface before placing the tack coat. The Engineer will set the rate between 0.04 and 0.10 gal. of residual asphalt per square yard of surface area. Apply a uniform tack coat at the specified rate unless otherwise directed. Apply the tack coat in a uniform manner to avoid streaks and other irregular patterns. Apply adequate overlap of the tack coat in the longitudinal direction during the placement of the mat to ensure bond of adjacent PFC mats, unless otherwise directed. Unless otherwise directed, avoid tacking the vertical faces of adjacent PFC mats in the longitudinal direction to avoid restricting lateral drainage. Apply tack coat to all transverse joints. Allow adequate time for emulsion to break completely before placing any material. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.

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

- 4.7.3. **Lay-Down Operations.** Use the placement temperature in accordance with Table 8 to establish the minimum placement temperature of the mixture delivered to the paving operation.

Table 8
Minimum Mixture Placement Temperature

High-Temperature Binder Grade ¹	Minimum Placement Temperature (Before Entering Paving Operation) ^{2,3}
PG 76	280°F
A-R Binder	280°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The mixture temperature must be measured using a hand-held thermal camera or infrared thermometer nearest to the point of entry of the paving operation.
3. Minimum placement temperatures may be reduced 10°F if using a compaction aid.

4.7.3.1. **Thermal Profile.** Use a hand-held thermal camera or a thermal imaging system to obtain a continuous thermal profile in accordance with [Tex-244-F](#). Thermal profiles are not applicable in areas described in Section 3079.4.9.3.2., "Miscellaneous Areas."

4.7.3.1.1. **Thermal Segregation.**

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

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

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

The Engineer may suspend subsequent paving operations if the Contractor cannot successfully modify the paving process to eliminate recurring severe or moderate thermal segregation.

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

4.7.3.1.2.1. **Thermal Camera.** When using a thermal camera instead of the thermal imaging system, take immediate corrective action to eliminate recurring moderate thermal segregation when a hand-held thermal camera is used. Provide the Engineer with the thermal profile of every subplot within one working day of the completion of each lot. When requested by the Engineer, provide the electronic files generated using the thermal camera. Report the results of each thermal profile in accordance with Section 3079.4.2., "Reporting and Responsibilities." The Engineer will use a hand-held thermal camera to obtain a thermal profile at least once per project. Suspend operations and take immediate corrective action to eliminate severe thermal segregation unless otherwise directed. Resume operations when the Engineer determines that subsequent production will meet the requirements of this Section.

4.7.3.2. **Windrow Operations.** Operate windrow pickup equipment so that when hot-mix is placed in windrows, substantially all the mixture deposited on the roadbed is picked up and loaded into the paver.

4.7.3.3. **Hauling Equipment.** Use belly dumps, live bottom, or end dump trucks to haul and transfer mixture; however, with exception of paving miscellaneous areas, end dump trucks are only allowed when used in conjunction with an MTD with remixing capability or when a thermal imaging system is used unless otherwise allowed.

4.7.3.4. **Screed Heaters.** Turn off screed heaters to prevent overheating of the mat if the paver stops for more than 5 min. The Engineer may evaluate the suspect area in accordance with Section 3079.4.9.3.3., "Recovered Asphalt Dynamic Shear Rheometer (DSR)," if the screed heater remains on for more than 5 min. while the paver is stopped.

4.8. **Compaction.** Roll the freshly placed PFC with as many steel-wheeled rollers as necessary, operated in static mode, to seat the mixture without excessive breakage of the aggregate and to provide a smooth surface and uniform texture. Do not use pneumatic rollers. Moisten the roller drums thoroughly with a soap and water solution to prevent adhesion. Use only water or an approved release agent on rollers, tamps, and

other compaction equipment unless otherwise directed.

Use [Tex-246-F](#) to test and verify that the compacted mixture has adequate permeability. Measure the water flow once per subplot at locations directed by the Engineer. The water flow rate must be less than 20 sec. Investigate the cause of the water flow rate test failures and take corrective actions during production and placement to ensure the water flow rate is less than 20 sec. Suspend production if two consecutive water flow rate tests fail unless otherwise approved. Resume production after the Engineer approves changes to production or placement methods.

Complete all compaction operations before the pavement temperature drops below 180°F unless otherwise allowed. The Engineer may allow compaction with a light finish roller operated in static mode for pavement temperatures below 180°F.

Allow the compacted pavement to cool to 160°F or lower before opening to traffic unless otherwise directed. Sprinkle the finished mat with water or limewater, when directed, to expedite opening the roadway to traffic.

- 4.9. **Acceptance Plan.** Sample and test the hot-mix on a lot and subplot basis.
- 4.9.3. **Referee Testing.** The Materials and Tests Division is the referee laboratory. The Contractor may request referee testing if the differences between Contractor and Engineer test results exceed the operational tolerances in accordance with Table 6 and the differences cannot be resolved. The Contractor may also request referee testing if the Engineer's test results require suspension of production and the Contractor's test results are within specification limits. Make the request within five working days after receiving test results and cores from the Engineer. Referee tests will be performed only on the subplot in question and only for the particular tests in question. Allow 10 working days from the time the referee laboratory receives the samples for test results to be reported. The Department may require the Contractor to reimburse the Department for referee tests if more than three referee tests per project are required and the Engineer's test results are closer to the referee test results than the Contractor's test results.
- 4.9.4. **Production Acceptance.**
- 4.9.4.1. **Production Lot.** A production lot consists of four equal sublots. The default quantity for Lot 1 is 1,000 ton; however, when requested by the Contractor, the Engineer may increase the quantity for Lot 1 to no more than 2,000 ton. The Engineer will select subsequent lot sizes based on the anticipated daily production such that approximately three to four sublots are produced each day. The lot size will be between 1,000 ton and 4,000 ton. The Engineer may change the lot size before the Contractor begins any lot.
- 4.9.4.1.1. **Incomplete Production Lots.** If a lot is begun but cannot be completed, such as on the last day of production or in other circumstances deemed appropriate, the Engineer may close the lot. Close all lots within five working days unless otherwise allowed.
- 4.9.4.2. **Production Sampling.**
- 4.9.4.2.1. **Mixture Sampling.** Obtain hot-mix samples from trucks at the plant in accordance with [Tex-222-F](#). The sampler will split each sample into three equal portions in accordance with [Tex-200-F](#) and label these portions as "Contractor," "Engineer," and "Referee." The Engineer will perform or witness the sample splitting and take immediate possession of the samples labeled "Engineer" and "Referee." The Engineer will maintain the custody of the samples labeled "Engineer" and "Referee" until the Department's testing is completed.
- 4.9.4.2.1.1. **Random Sample.** At the beginning of the project, the Engineer will select random numbers for all production sublots. Determine sample locations in accordance with [Tex-225-F](#). Take one sample for each subplot at the randomly selected location. The Engineer will perform or witness the sampling of production sublots.
- 4.9.4.2.1.2. **Blind Sample.** For one subplot per lot, the Engineer will obtain and test a "blind" sample instead of the random sample collected by the Contractor. Test either the "blind" or the random sample; however, referee testing (if applicable) will be based on a comparison of results from the "blind" sample. The location of the Engineer's "blind" sample will not be disclosed to the Contractor. The Engineer's "blind" sample may be randomly selected in accordance with [Tex-225-F](#) for any subplot or selected at the discretion of the Engineer. The

Engineer will use the Contractor's split sample for sublots not sampled by the Engineer.

4.9.4.2.2. **Informational Shear Bond Strength Testing.** Select one random subplot from Lot 2 or higher for shear bond strength testing. Obtain full depth cores in accordance with [Tex-249-F](#). Label the cores with the Control Section Job (CSJ), producer of the tack coat, mix type, shot rate, lot, and subplot number and provide to the Engineer. The Engineer will ship the cores to the Materials and Tests Division or district laboratory for shear bond strength testing. Results from these tests will not be used for specification compliance.

4.9.4.2.3. **Informational Hamburg and Overlay Testing.** Select one random subplot from Lot 2 or higher for Hamburg and Overlay testing during the first week of production. Obtain and provide the Engineer with approximately 90 lb. of mixture, sampled in accordance with [Tex-222-F](#), in sealed containers, boxes, or bags labeled with the Control-Section-Job (CSJ), mixture type, lot, and subplot number. The Engineer will ship the mixture to the Materials and Tests Division for Hamburg and Overlay testing. Results from these tests will not be used for specification compliance.

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

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

4.9.4.3. **Production Testing.** The Contractor and Engineer must perform production tests in accordance with Table 9. The Contractor has the option to verify the Engineer's test results on split samples provided by the Engineer. Determine compliance with operational tolerances in accordance with Table 6 for all sublots.

At any time during production, the Engineer may require the Contractor to verify the following based on quantities used:

- lime content (within $\pm 0.1\%$ of JMF), when PG binder is specified;
- fiber content (within $\pm 0.03\%$ of JMF), when PG binder is specified; and
- CRM content (within $\pm 1.5\%$ of JMF), when A-R binder is specified.

Maintain the in-line measuring device when A-R binder is specified to verify the A-R binder viscosity between 2,500 and 4,000 centipoise at 350°F unless otherwise approved. Record A-R binder viscosity at least once per hour and provide the Engineer with a daily summary unless otherwise directed.

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

**Table 9
Production and Placement Testing Frequency**

Description	Test Method	Minimum Contractor Testing Frequency	Minimum Engineer Testing Frequency
Individual % retained for sieve sized larger than #200	Tex-200-F	1 per subplot	1 per 12 sublots
% passing the #200 sieve			
Laboratory-molded density, %	Tex-207-F , Part VIII	1 per subplot	1 per lot
Asphalt binder content ¹ , %	Tex-236-F , Part I ²	1 per subplot	1 per lot
Drain-down, %	Tex-235-F	1 per subplot	1 per 12 sublots
Boil test ³	Tex-530-C	1 per project	1 per project
Moisture content	Tex-212-F , Part II	When directed	1 per project
Cantabro loss, %	Tex-245-F	1 per project (sample only)	1 per project
Overlay test	Tex-248-F	1 per project (sample only)	1 per project ^{4,9}
Hamburg Wheel test	Tex-242-F	1 per project (sample only)	1 per project ^{4,9}
Water flow test	Tex-246-F	1 per subplot	1 per project
Asphalt binder sampling	Tex-500-C , Part II	1 per lot (sample only) ⁵	1 per project
Tack coat sampling and testing	Tex-500-C , Part III	N/A	1 per project
Thermal profile	Tex-244-F	1 per subplot, ^{6,7,8}	1 per project ⁷

1. May be obtained from t mass flow meter readouts as determined by the Engineer.
2. Ensure the binder content determination excludes fibers.
3. When shown on the plans.
4. Testing performed by the Materials and Tests Division on sample obtained from Lot 2 or higher.
5. Obtain samples witness by the Engineer. The Engineer will retain these samples for one year.
6. To be performed in the presence of the Engineer when using the thermal camera, unless otherwise approved.
7. Not required when a thermal imaging system is used.
8. When using the thermal imaging system, the test report must include the temperature measurements taken in accordance with Tex-244-F.
9. Testing performed by the Materials and Tests Division for informational purposes only.

4.9.4.4. **Operational Tolerances.** Control the production process within the operational tolerances in accordance with Table 6. Suspend production and placement operations when production or placement test results exceed the tolerances in accordance with Table 6 unless otherwise allowed. When production is suspended, the Engineer will allow production to resume when test results or other information indicates the next mixture produced will be within the operational tolerances.

4.9.4.5. **Individual Loads of Hot-Mix.** The Engineer can reject individual truckloads of hot-mix. When a load of hot-mix is rejected for reasons other than temperature, contamination, or excessive uncoated particles, the Contractor may request that the rejected load be tested. Make this request within 4 hr. of rejection. The Engineer will sample and test the mixture. If test results are within the operational tolerances in accordance with Table 6, payment will be made for the load. If test results are not within operational tolerances, no payment will be made for the load.

4.9.5. **Placement Acceptance.**

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

4.9.5.2. **Miscellaneous Areas.** Miscellaneous areas include areas that typically involve significant handwork or discontinuous paving operations such as driveways, mailbox turnouts, crossovers, gores, spot level-up

areas, and other similar areas. The specified layer thickness is based on the rate of 90 lb. per square yard for each inch of pavement unless another rate is shown on the plans. Miscellaneous areas are not subject to thermal profiles testing.

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

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

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

4.9.6. **Exempt Production.** When the anticipated daily production is less than 100 ton, all QC and QA sampling and testing are waived. The Engineer may deem the mixture as exempt production for the following conditions:

- anticipated daily production is more than 100 ton but less than 250 ton;
- total production for the project is less than 2,500 ton;
- when mutually agreed between the Engineer and the Contractor; or
- when shown on the plans.

For exempt production, the Contractor is relieved of all production and placement sampling and testing requirements. All other specification requirements apply, and the Engineer will perform acceptance tests for production and placement in accordance with Table 9.

For exempt production:

- produce, haul, place, and compact the mixture as directed by the Engineer; and
- control mixture production to yield a laboratory-molded density that is within $\pm 1.0\%$ of the target density as tested by the Engineer.

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

5. MEASUREMENT

5.1. **PFC Hot-Mix Asphalt.** Permeable friction course (PFC) hot-mix will be measured by the ton of composite mixture which includes asphalt, aggregate, and additives. Measure the weight on scales in accordance with Item 520, "Weighing and Measuring Equipment."

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

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

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3079.5.1., "PFC Hot-Mix Asphalt," will be paid for at the unit bid price for "Permeable friction course Hot Mix Asphalt" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3079.5.2., "Tack Coat," will be paid for at the unit bid price for "Tack Coat" of the tack coat provided. These prices are full compensation for materials, placement, equipment, labor, tools, and incidentals.

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

Payment adjustment for ride quality will be determined in accordance with Item 585, "Ride Quality for Pavement Surfaces."

Special Specification 3080

Stone-Matrix Asphalt



1. DESCRIPTION

Construct a hot-mix asphalt (HMA) pavement layer composed of compacted stone-matrix asphalt (SMA) or stone-matrix asphalt rubber (SMAR) mixture of aggregate, asphalt binder, and additives mixed hot in a mixing plant. Payment adjustments will apply to HMA placed under this specification unless the HMA is deemed exempt in accordance with Section 3080.4.9.4., "Exempt Production."

2. MATERIALS

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

Notify the Engineer of all material sources and before changing any material source or formulation. The Engineer will verify that the specification requirements are met when the Contractor makes a source or formulation change, and may require a new laboratory mixture design, trial batch, or both. The Engineer may sample and test project materials at any time during the project to verify specification compliance in accordance with Item 6, "Control of Materials."

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

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

For sources not listed on the Department's BRSQC:

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

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

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

The Engineer may perform tests at any time during production, when the Contractor blends Class A and B aggregates to meet a Class A requirement, to ensure that at least 50% by weight, or volume if required, of the material retained on the No. 4 sieve comes from the Class A aggregate source. The Engineer will use the Department's mix design template, when electing to verify conformance, to calculate the percent of Class A aggregate retained on the No. 4 sieve by inputting the bin percentages shown from readouts in the control room at the time of production and stockpile gradations measured at the time of production. The Engineer may determine the gradations based on either washed or dry sieve analysis from samples obtained from individual aggregate cold feed bins or aggregate stockpiles. The Engineer may perform spot checks using the gradations supplied by the Contractor on the mixture design report as an input for the template; however, a failing spot check will require confirmation with a stockpile gradation determined by the Engineer.

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

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

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

where:

$Mg_{est.}$ = magnesium sulfate soundness loss
 RSSM = Rated Source Soundness Magnesium
 MD_{act} = actual Micro-Deval percent loss
 RSMD = Rated Source Micro-Deval

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

- 2.1.2. **Intermediate Aggregate.** Aggregates not meeting the definition of coarse or fine aggregate will be defined as intermediate aggregate. Supply intermediate aggregates, when used that are free from organic impurities. The Engineer may test the intermediate aggregate in accordance with [Tex-408-A](#) to verify the material is free from organic impurities. Supply intermediate aggregate from coarse aggregate sources, when used that meet the requirements in accordance with Table 1 unless otherwise approved.

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

- 2.1.3. **Fine Aggregate.** Fine aggregates consist of manufactured sands, screenings, and field sands. Fine aggregate stockpiles must meet the fine aggregate properties in accordance with Table 1 and the gradation requirements in accordance with Table 2. Supply fine aggregates that are free from organic impurities. The Engineer may test the fine aggregate in accordance with [Tex-408-A](#) to verify the material is free from organic

impurities. Unless otherwise shown on the plans, no more than 15% of the total aggregate may be field sand or other uncrushed fine aggregate. Use fine aggregate, with the exception of field sand, from coarse aggregate sources that meet the requirements in accordance with Table 1 unless otherwise approved.

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

Table 1
Aggregate Quality Requirements

Property	Test Method	Requirement
Coarse Aggregate		
SAC	Tex-499-A (AQMP)	A ¹
Deleterious material, %, Max	Tex-217-F, Part I	1.0
Decantation, %, Max	Tex-217-F, Part II	1.5
Micro-Deval abrasion, %	Tex-461-A	Note ²
Los Angeles abrasion, %, Max	Tex-410-A	30
Magnesium sulfate soundness, 5 cycles, %, Max	Tex-411-A	20
Crushed face count, ³ %, Min	Tex-460-A, Part I	95
Flat and elongated particles @ 5:1, %, Max	Tex-280-F	10
Fine Aggregate		
Linear shrinkage, %, Max	Tex-107-E	3
Sand equivalent, %, Min	Tex-203-F	45

1. Surface Aggregate Classification of "A" is required only for surface mixtures, unless otherwise shown on the plans.
2. Used to estimate the magnesium sulfate soundness loss in accordance with Section 3080.2.1.1.2., "Micro-Deval Abrasion."
3. Only applies to crushed gravel.

Table 2
Gradation Requirements for Fine Aggregate

Sieve Size	% Passing by Weight or Volume
3/8-in.	100
#8	70–100
#200	0–30

- 2.2. **Mineral Filler.** Mineral filler consists of finely divided mineral matter such as agricultural lime, crusher fines, hydrated lime, or fly ash. Mineral filler is allowed unless otherwise shown on the plans. Use no more than 2% hydrated lime unless otherwise shown on the plans. Fly ash may not be used unless otherwise shown on the plans. When shown on the plans, no more than 5% fly ash may be used. Test all mineral fillers except hydrated lime and fly ash in accordance with [Tex-107-E](#) to ensure specification compliance. The plans may require or disallow specific mineral fillers. Provide mineral filler, when used, that:
- is sufficiently dry, free-flowing, and free from clumps and foreign matter as determined by the Engineer;
 - does not exceed 3% linear shrinkage when tested in accordance with [Tex-107-E](#); and
 - meets the gradation requirements in accordance with Table 3, unless otherwise shown on the plans.

Table 3
Gradation Requirements for Mineral Filler

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

- 2.3. **Baghouse Fines.** Fines collected by the baghouse or other dust-collecting equipment may be reintroduced into the mixing drum.
- 2.4. **Asphalt Binder.** Furnish the type and grade of binder specified on the plans that meets the requirements of Item 300, "Asphalts, Oils, and Emulsions."
- 2.4.1. **Performance-Graded (PG) Binder.** When SMA is specified, provide an asphalt binder with a high-temperature grade of PG 76 and low-temperature grade as shown on the plans in accordance with Section 300.2.10., "Performance-Graded Binders."

- 2.4.2. **Asphalt-Rubber (A-R) Binder.** When SMAR is specified, provide A-R binder that meets the Type I or Type II requirements of Section 300.2.9., "Asphalt-Rubber Binders," unless otherwise shown on the plans. Use at least 15.0% by weight of Crumb Rubber Modifier (CRM) that meets the Grade B or Grade C requirements of Section 300.2.7., "Crumb Rubber Modifier," unless otherwise shown on the plans. Provide the Engineer the A-R binder blend design with the mix design (JMF1) submittal. Provide the Engineer with documentation such as the bill of lading showing the quantity of CRM used in the project unless otherwise directed.
- 2.5. **Tack Coat.** Furnish CSS-1H, SS-1H, EBL, or a PG binder with a minimum high-temperature grade of PG 58 for tack coat binder in accordance with Item 300, "Asphalts, Oils, and Emulsions." Specialized tack coat materials listed on the Department's Tracking Resistant Asphalt Interlayer (TRAIL) material producers list (MPL) may be allowed or required when shown on the plans. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.
- 2.6. **Additives.** Provide the Engineer with documentation such as the bill of lading showing the quantity of additives used in the project unless otherwise directed.
- 2.6.1. **Fibers.** Provide cellulose or mineral fibers when PG binder is specified. Submit written certification to the Engineer that the fibers proposed for use meet the requirements of DMS-9204, "Fiber Additives for Bituminous Mixtures." Fibers may be pre-blended into the binder at the asphalt supply terminal unless otherwise shown on the plans.
- When 3% RAS is used in the mixture, the Contractor may reduce the amount of fibers as specified in Note 2 of Table 8.
- 2.6.2. **Lime and Liquid Antistripping Agent.** When lime or a liquid antistripping agent is used, add in accordance with Item 301, "Asphalt Antistripping Agents." Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum.
- 2.6.3. **Warm Mix Asphalt (WMA).** Warm Mix Asphalt (WMA) is defined as HMA that is produced within a target temperature discharge range of 215°F and 275°F using approved WMA additives or processes from the Department's MPL.
- WMA is allowed for use on all projects and is required when shown on the plans. When WMA is required, the maximum placement or target discharge temperature for WMA will be set at a value at or below 275°F.
- Department-approved WMA additives or processes may be used to facilitate mixing and compaction of HMA produced at target discharge temperatures above 275°F; however, such mixtures will not be defined as WMA.
- 2.6.4. **Compaction Aid.** Compaction aid is defined as a Department-approved chemical warm mix additive denoted as "chemical additive" on the Department's MPL that is used to facilitate mixing and compaction of HMA at a discharge temperature greater than 275°F.
- Compaction aid is allowed for use on all projects. Compaction aid is required when shown on the plans or as required in Section 3080.4.7.1., "Weather Conditions."
- Warm mix foaming processes, denoted as "foaming process" on the Department-approved MPL, may be used to facilitate mixing and compaction of HMA at target discharge temperatures greater than 275°F; however WMA processes are not defined as a compaction aid.
- 2.7. **Recycled Materials.** Use of RAP and RAS is permitted unless otherwise shown on the plans. Use of RAS is restricted to only non-surface mixes unless otherwise shown on the plans. Do not exceed the maximum allowable percentages of RAP and RAS in accordance with Table 4. The allowable percentages in accordance with Table 4 may be decreased or increased when shown on the plans. Determine the asphalt binder content and gradation of the RAP and RAS stockpiles for mixture design purposes in accordance with [Tex-236-F](#), Part I. The Engineer may verify the asphalt binder content of the stockpiles at any time during production.

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

Surface and non-surface mixes referenced in Table 4 are defined as follows:

- **Surface.** The final HMA lift placed at the top of the pavement structure; and
- **Non-Surface.** Mixtures placed below an HMA surface mix.

- 2.7.1. **RAP.** RAP is salvaged, milled, pulverized, broken, or crushed asphalt pavement. Fractionated RAP is defined as a stockpile that contains RAP material with a minimum of 95.0% passing the 3/8-in. or 1/2-in. sieve, before burning in the ignition oven, unless otherwise approved. The Engineer may allow the Contractor to use an alternate to the 3/8-in. or 1/2-in. screen to fractionate the RAP.

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

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

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

- 2.7.2. **RAS.** Use of post-manufactured RAS or post-consumer RAS (tear-offs) is not permitted in surface mixtures unless otherwise shown on the plans. Use of post-manufactured RAS or post-consumer RAS (tear-offs) may be used in non-surface mixtures unless otherwise shown on the plans. RAS is defined as processed asphalt shingle material from manufacturing of asphalt roofing shingles or from re-roofing residential structures. Post-manufactured RAS is processed manufacturer's shingle scrap by-product. Post-consumer RAS is processed shingle scrap removed from residential structures. Comply with all regulatory requirements stipulated for RAS by the TCEQ. RAS may be used separately or in conjunction with RAP.

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

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

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

otherwise approved. Submit a sample for approval before submitting the mixture design. The Department will perform the testing for deleterious material of RAS to determine specification compliance.

Table 4
Maximum Allowable Amounts of Recycled Binder, RAP, and RAS

Mixture Description & Location	Max Ratio of Recycled Binder to Total Binder ¹ (%)	Max Allowable Recycled Material ² (%)	
		Fractionated RAP ²	RAS ³
Surface	15.0	20.0	0.0
Non-Surface	20.0	25.0	3.0

1. Combined recycled binder from fractionated RAP and RAS. RAS is not permitted in surface mixtures unless otherwise shown on the plans.

2. Up to 3% RAS may be used as a replacement for fractionated RAP for non-surface mixtures.

3. Up to 3% RAS may be used separately or as a replacement for fractionated RAP for non-surface mixtures.

3. EQUIPMENT

Provide required or necessary equipment in accordance with Item 320, "Equipment for Asphalt Concrete Pavement." When A-R binder is specified, equip the hot-mix plant with an in-line viscosity-measuring device located between the blending unit and the mixing drum. Provide a means to calibrate the asphalt mass flow meter on-site when a meter is used.

4. CONSTRUCTION

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

- 4.1. **Certification.** Personnel certified by the Department-approved hot-mix asphalt certification program must conduct all mixture designs, sampling, and testing in accordance with Table 5. Supply the Engineer with a list of certified personnel and copies of their current certificates before beginning production and when personnel changes are made. Provide a mixture design developed and signed by a Level 2 certified specialist. Provide Level 1A certified specialists at the plant during production operations. Provide Level 1B certified specialists to conduct placement tests. Provide AGG101 certified specialists for aggregate testing.

**Table 5
Test Methods, Test Responsibility, and Minimum Certification Levels**

Test Description	Test Method	Contractor	Engineer	Level ¹
1. Aggregate and Recycled Material Testing				
Sampling	Tex-221-F	✓	✓	1A/AGG101
Dry sieve	Tex-200-F , Part I	✓	✓	1A/AGG101
Washed sieve	Tex-200-F , Part II	✓	✓	1A/AGG101
Deleterious material	Tex-217-F , Parts I & III	✓	✓	AGG101
Decantation	Tex-217-F , Part II	✓	✓	AGG101
Los Angeles abrasion	Tex-410-A		✓	Department
Magnesium sulfate soundness	Tex-411-A		✓	Department
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Crushed face count	Tex-460-A	✓	✓	AGG101
Flat and elongated particles	Tex-280-F	✓	✓	AGG101
Sand equivalent	Tex-203-F	✓	✓	AGG101
Organic impurities	Tex-408-A	✓	✓	AGG101
Methylene blue test	Tex-252-F		✓	Department
2. Asphalt Binder & Tack Coat Sampling				
Asphalt binder sampling	Tex-500-C , Part II	✓	✓	1A/1B
Tack coat sampling	Tex-500-C , Part III	✓	✓	1A/1B
3. Mix Design & Verification				
Design and JMF changes	Tex-204-F	✓	✓	2
Mixing	Tex-205-F	✓	✓	2
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I & VI	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Ignition oven correction factors ²	Tex-236-F , Part II	✓	✓	2
Drain-down	Tex-235-F	✓	✓	1A
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Overlay test	Tex-248-F		✓	Department
Boil test ⁴	Tex-530-C	✓	✓	1A
4. Production Testing				
Selecting production random numbers	Tex-225-F , Part I		✓	1A
Mixture sampling	Tex-222-F	✓	✓	1A/1B
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I & VI	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Gradation & asphalt binder content ²	Tex-236-F , Part I	✓	✓	1A
Control charts	Tex-233-F	✓	✓	1A
Moisture content	Tex-212-F , Part II	✓	✓	1A/AGG101
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Drain-down	Tex-235-F	✓	✓	1A
Boil test ⁴	Tex-530-C	✓	✓	1A
Abson recovery	Tex-211-F		✓	Department
Overlay test	Tex-248-F		✓	Department
5. Placement Testing				
Selecting placement random numbers	Tex-225-F , Part II		✓	1B
In-place air voids	Tex-207-F , Parts I & VI	✓	✓	1A
In-place density (nuclear method)	Tex-207-F , Part III	✓		1B
Establish rolling pattern	Tex-207-F , Part IV	✓	✓	1B
Control charts	Tex-233-F	✓	✓	1A
Ride quality measurement	Tex-1001-S	✓	✓	Note 3
Segregation (density profile)	Tex-207-F , Part V	✓	✓	1B
Longitudinal joint density	Tex-207-F , Part VII	✓	✓	1B
Thermal profile	Tex-244-F	✓	✓	1B
Shear bond strength test	Tex-249-F		✓	Department

- Level 1A, 1B, AGG101, and 2 are certification levels provided by the Hot Mix Asphalt Center certification program.
- Refer to Section 3080.4.9.2.3., "Production Testing," for exceptions to using an ignition oven.
- Profiler and operator are required to be certified at the Texas A&M Transportation Institute facility when Surface Test Type B is specified.
- When shown on the plans.

4.2.

Reporting and Responsibilities. Use Department-provided templates to record and calculate all test data, including mixture design, production and placement QC/QA, control charts, thermal profiles, segregation density profiles, and longitudinal joint density. Obtain the current version of the templates at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html> or from the Engineer. The Engineer and the Contractor will provide any available test results to the other

party when requested. The Contractor and Engineer must exchange test data within the maximum allowable time in accordance with Table 6 unless otherwise approved. The Engineer and the Contractor will immediately report to the other party any test result that requires suspension of production or placement, a payment adjustment less than 1.000, or that fails to meet the specification requirements. Record and electronically submit all test results and pertinent information on Department-provided templates.

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

Table 6
Reporting Schedule

Description	Reported By	Reported To	To Be Reported Within
<i>Production Quality Control</i>			
Gradation ¹	Contractor	Engineer	1 working day of completion of the sublot
Asphalt binder content ¹			
Laboratory-molded density ²			
Moisture content ³			
Drain-down ¹			
Boil test ⁶			
<i>Production Quality Assurance</i>			
Gradation ³	Engineer	Contractor	1 working day of completion of the sublot
Asphalt binder content ³			
Laboratory-molded density ¹			
Hamburg Wheel test ⁴			
Overlay test ⁴			
Drain-down ³			
Boil test ⁶			
Binder tests ⁴			
<i>Placement Quality Control</i>			
In-place air voids ²	Contractor	Engineer	1 working day of the completion of the lot
Segregation ¹			
Longitudinal joint density ¹			
Thermal profile ¹			
<i>Placement Quality Assurance</i>			
In-place air voids ¹	Engineer	Contractor	1 working day after receiving the trimmed cores ⁵
Segregation ³			1 working day of completion of the lot
Longitudinal joint density ³			
Thermal profile ³			
Aging ratio ⁴			
Payment adjustment summary	Engineer	Contractor	2 working days of performing all required tests and receiving Contractor test

1. These tests are required on every sublot.
2. Optional test. When performed on split samples, report the results as soon as they become available.
3. To be performed at the frequency specified in accordance with Table 13 or as shown on the plans.
4. To be reported as soon as the results become available.
5. Two days are allowed if cores cannot be dried to constant weight within 1 day.
6. When shown on the plans.

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

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

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

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

- 4.3.1. **Project Personnel.** For project personnel, include:
- a list of individuals responsible for QC with authority to take corrective action;
 - current contact information for each individual listed; and
 - current copies of certification documents for individuals performing specified QC functions.
- 4.3.2. **Material Delivery and Storage.** For material delivery and storage, include:
- the sequence of material processing, delivery, and minimum quantities to assure continuous plant operations;
 - aggregate stockpiling procedures to avoid contamination and segregation;
 - frequency, type, and timing of aggregate stockpile testing to assure conformance of material requirements before mixture production; and
 - procedure for monitoring the quality and variability of asphalt binder.
- 4.3.3. **Production.** For production, include:
- loader operation procedures to avoid contamination in cold bins;
 - procedures for calibrating and controlling cold feeds;
 - procedures to eliminate debris or oversized material;
 - procedures for adding and verifying rates of each applicable mixture component (e.g., aggregate, asphalt binder, RAP, RAS, lime, liquid antistrip, WMA, compaction aid, fibers);
 - procedures for reporting job control test results; and
 - procedures to avoid segregation and drain-down in the silo.
- 4.3.4. **Loading and Transporting.** For loading and transporting, include:
- type and application method for release agents; and
 - truck loading procedures to avoid segregation.
- 4.3.5. **Placement and Compaction.** For placement and compaction, include:
- proposed agenda for mandatory pre-paving meeting, including date and location;
 - proposed paving plan (e.g., production rate, paving widths, joint offsets, and lift thicknesses);
 - type and application method for release agents in the paver and on rollers, shovels, lutes, and other utensils;
 - procedures for the transfer of mixture into the paver while avoiding physical and thermal segregation and preventing material spillage;
 - process to balance production, delivery, paving, and compaction to achieve continuous placement operations and good ride quality;
 - paver operations (e.g., speed, operation of wings, height of mixture in auger chamber) to avoid physical and thermal segregation and other surface irregularities; and
 - procedures to construct quality longitudinal and transverse joints.

4.4. **Mixture Design.**

- 4.4.1 **Requirements.** Use the SMA design procedure provided in [Tex-204-F](#), unless otherwise shown on the plans. Design the mixture to meet the requirements in accordance with Tables 1, 2, 3, 4, 7, 8, and 9.

Design SMA or SMAR mixtures using a Superpave Gyrotory Compactor (SGC) at 50 gyrations as the design number of gyrations (N_{design}). The N_{design} level may be reduced to at least 35 gyrations at the Contractor's discretion.

Use an approved laboratory from the Department's MPL to perform the Hamburg Wheel test, and provide results with the mixture design, or provide the laboratory mixture and request that the Department perform

the Hamburg Wheel test. Provide laboratory mixture and request that the Department perform the Overlay test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel and Overlay test results on the laboratory mixture design.

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

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

- the combined aggregate gradation, source, specific gravity, and percent of each material used;
- asphalt binder content and aggregate gradation of RAP and RAS stockpiles;
- the Ndesign level used;
- results of all applicable tests;
- the mixing and molding temperatures;
- the signature of the Level 2 person or persons that performed the design;
- the date the mixture design was performed; and
- a unique identification number for the mixture design.

Table 7
Master Gradation Limits (% Passing by Weight or Volume) and VMA Requirements

Sieve Size	SMA-C Coarse	SMA-D Medium	SMA-F Fine	SMAR-C Coarse	SMAR-F Fine
3/4-in.	100.0 ¹	100.0 ¹	—	100.0 ¹	—
1/2-in.	80.0–90.0	85.0–99.0	100.0 ¹	72.0–85.0	100.0 ¹
3/8-in.	25.0–60.0	50.0–75.0	70.0–100.0	50.0–70.0	95.0–100.0
#4	20.0–28.0	20.0–32.0	30.0–60.0	30.0–45.0	40.0–50.0
#8	14.0–20.0	16.0–28.0	20.0–40.0	17.0–27.0	17.0–27.0
#16	8.0–20.0	8.0–28.0	6.0–30.0	12.0–22.0	12.0–22.0
#30	8.0–20.0	8.0–28.0	6.0–30.0	8.0–20.0	8.0–20.0
#50	8.0–20.0	8.0–28.0	6.0–30.0	6.0–15.0	6.0–15.0
#200	8.0–12.0	8.0–12.0	4.0–12.0	5.0–9.0	5.0–9.0
Design VMA, % Min					
	17.5	17.5	17.5	19.0	19.0
Production (Plant-Produced) VMA, % Min					
	17.0	17.0	17.0	18.5	18.5

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

**Table 8
Mixture Design Properties**

Mixture Property	SMA Mixtures	SMAR Mixtures	Test Procedure
Design gyrations, (N _{design}) ¹	50	50	Tex-241-F
Target laboratory-molded density, %	96.0	96.0	Tex-207-F
Asphalt binder content, %	6.0-7.0	7.0-10.0	–
Drain-down, %	0.10 Max	0.10 Max	Tex-235-F
Fiber content, % by wt. of total mixture	0.20 ² -0.50	–	Calculated
CRM content, % by wt. of A-R binder	–	15.0 Min	Calculated
Hamburg Wheel test, ³ rut depth @ 20,000 passes tested @ 50°C, mm	12.5 Max	12.5 Max	Tex-242-F
Overlay test, Critical Fracture Energy, lb.-in/sq. in	1.0 Min	1.0 Min	Tex-248-F
Overlay test, Crack Progression Rate	0.45 Max	0.45 Max	
Boil test ⁴	–	–	Tex-530-C

1. Adjust within a range of 35–100 gyrations when shown on the plans or specification or when mutually agreed between the Engineer and Contractor.
2. When 3% RAS is used in the mixture, the Contractor may reduce the amount of fibers to at least 0.10% provided the mixture meets the drain-down requirement. RAS is not permitted in surface mixtures unless otherwise shown on the plans.
3. For SMAR mixes, the number of passes required for the Hamburg Wheel test may be decreased. Other tests may be required for SMAR mixes instead of, or in addition to, the Hamburg Wheel test when shown on the plans.
4. When shown on the plans. Used to establish baseline for comparison to production results.

4.4.2. **Job-Mix Formula Approval.** The job-mix formula (JMF) is the combined aggregate gradation, N_{design} level, and target asphalt percentage used to establish target values for hot-mix production. JMF1 is the original laboratory mixture design used to produce the trial batch. When WMA is used, JMF1 may be designed and submitted to the Engineer without including the WMA additive or process or compaction aid. When WMA or a compaction aid is used, document the additive or process used and recommended rate on the JMF1 submittal. The Engineer and the Contractor will verify JMF1 based on plant-produced mixture from the trial batch unless otherwise approved. The Engineer may accept an existing mixture design previously used on a Department project and may waive the trial batch to verify JMF1. The Department may require the Contractor to reimburse the Department for verification tests if more than two trial batches per design are required.

4.4.2.1. **Contractor's Responsibilities.**

4.4.2.1.1. **Providing Superpave Gyrotory Compactor.** Furnish an SGC calibrated in accordance with [Tex-241-F](#) for molding production samples. Locate the SGC at the Engineer's field laboratory or make the SGC available to the Engineer for use in molding production samples.

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

4.4.2.1.3. **Submitting JMF1.** Furnish a mix design report (JMF1) with representative samples of all component materials and request approval to produce the trial batch. Provide approximately 60 lb. of the laboratory mixture and request the Department perform the Overlay test. Provide an additional 25 lb. of the design mixture if opting to have the Department perform the Hamburg Wheel test on the laboratory mixture, and request that the Department perform the test.

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

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

4.4.2.1.6. **Ignition Oven Correction Factors.** Determine the aggregate and asphalt correction factors from the ignition oven in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. Note that the asphalt content correction factor takes into account the percent fibers in the mixture so that the fibers are excluded from the binder content determination. Provide the Engineer with split samples of the mixtures,

before the trial batch production, including all additives (except water), and blank samples used to determine the correction factors for the ignition oven used for QA testing during production. Correction factors established from a previously approved mixture design may be used for the current mixture design, if the mixture design and ignition oven are the same as previously used and the correction factors are not more than 12 mo. old, unless otherwise directed.

- 4.4.2.1.7. **Boil Test.** When shown on the plans, perform the test and retain the tested sample from [Tex-530-C](#) until completion of the project or as directed. Use this sample for comparison purposes during production.
- 4.4.2.1.8. **Trial Batch Production.** Provide a plant-produced trial batch upon receiving conditional approval of JMF1 and authorization to produce a trial batch, including the WMA additive or process or compaction aid if applicable, for verification testing of JMF1 and development of JMF2. Produce a trial batch mixture that meets the requirements in accordance with Table 4 and Table 9. The Engineer may accept test results from recent production of the same mixture instead of a new trial batch.
- 4.4.2.1.9. **Trial Batch Production Equipment.** Use only equipment and materials proposed for use on the project to produce the trial batch. Provide documentation to verify the calibration or accuracy of the asphalt mass flow meter to measure the binder content. Verify that asphalt mass flow meter meets the requirements of 0.4% accuracy, when required, in accordance with Item 520, "Weighing and Measuring Equipment." The Engineer may require that the accuracy of the mass flow meter be verified based on quantities used.
- 4.4.2.1.10. **Trial Batch Quantity.** Produce enough quantity of the trial batch to ensure that the mixture meets the specification requirements.
- 4.4.2.1.11. **Number of Trial Batches.** Produce trial batches as necessary to obtain a mixture that meets the specification requirements.
- 4.4.2.1.12. **Trial Batch Sampling.** Obtain a representative sample of the trial batch and split it into three equal portions in accordance with [Tex-222-F](#). Label these portions as "Contractor," "Engineer," and "Referee." Deliver samples to the appropriate laboratory as directed.
- 4.4.2.1.13. **Trial Batch Testing.** Test the trial batch to ensure the mixture produced using the proposed JMF1 meets the mixture requirements in accordance with Table 9. Ensure the trial batch mixture is also in compliance with the Hamburg Wheel requirement in accordance with Table 8. Use a Department-approved laboratory listed on the MPL to perform the Hamburg Wheel test on the trial batch mixture or request that the Department perform the Hamburg Wheel test. Provide an additional 25 lb. of the trial batch mixture if opting to have the Department perform the Hamburg Wheel test, and request that the Department perform the test. Obtain and provide approximately 60 lb. of trial batch mixture in sealed containers, boxes, or bags labeled with the CSJ, mixture type, lot, and subplot number in accordance with [Tex-222-F](#) for the Overlay test when requested by the Engineer. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test and Overlay test results on the trial batch. Provide the Engineer with a copy of the trial batch test results.
- 4.4.2.1.14. **Development of JMF2.** Evaluate the trial batch test results after the Engineer grants full approval of JMF1 based on the results from the trial batch, determine the optimum mixture proportions, and submit as JMF2. Adjust the asphalt binder content or gradation to achieve the specified target laboratory-molded density. The mixture produced using JMF2 must meet the requirements in accordance with Tables 4, 7, and 8. Overlay requirements for the trial batch are not applicable unless requested by the Engineer. Verify that JMF2 meets the operational tolerances of JMF1 in accordance with Table 9.
- 4.4.2.1.15. **Mixture Production.** Use JMF2 to produce Lot 1 as described in Section 3080.4.9.3.1.1., "Lot 1 Placement," after receiving approval for JMF2 and a passing result from the Department's or a Department-approved laboratory's Hamburg Wheel test on the trial batch. If desired, proceed to Lot 1 production, once JMF2 is approved, at the Contractor's risk without receiving the results from the Department's Hamburg Wheel test on the trial batch.

Notify the Engineer if electing to proceed without Hamburg Wheel test results from the trial batch. Note that the Engineer may require up to the entire subplot of any mixture failing the Hamburg Wheel test be removed and replaced at the Contractor's expense.

- 4.4.2.1.16. **Development of JMF3.** Evaluate the test results from Lot 1, determine the optimum mixture proportions, and submit as JMF3 for use in Lot 2.
- 4.4.2.1.17. **JMF Adjustments.** If JMF adjustments are necessary to achieve the specified requirements, make the adjustments before beginning a new lot. The adjusted JMF must:
- be provided to the Engineer in writing before the start of a new lot;
 - be numbered in sequence to the previous JMF;
 - meet the mixture requirements in accordance with Table 4;
 - meet the master gradation limits in accordance with Table 7; and
 - be within the operational tolerances of JMF2 in accordance with Table 9.
- 4.4.2.1.18. **Requesting Referee Testing.** Use referee testing, if needed, in accordance with Section 3080.4.9.1., "Referee Testing," to resolve testing differences with the Engineer.

Table 9
Sample Table

Description	Test Method	Allowable Difference Between JMF2 and JMF1 Target ¹	Allowable Difference from Current JMF and JMF2 ²	Allowable Difference Between Contractor and Engineer ³
Individual % retained for #8 sieve and larger	Tex-200-F or Tex-236-F	Must be within Master Grading Limits in accordance with Table 7	±3.0 ^{4,5}	±5.0
Individual % retained for sieves smaller than #8 and larger than #200			±3.0 ^{4,5}	±3.0
% passing the #200 sieve			±2.0 ^{4,5}	±1.6
Asphalt binder content, %	Tex-236-F ⁴	±0.5 ^{7,8}	±0.3 ^{5,7,8}	±0.3 ^{7,8}
Laboratory-molded density, %	Tex-207-F	±1.0	±1.0	±0.5
In-place air voids, %		N/A	N/A	±1.0
Laboratory-molded bulk specific gravity		N/A	N/A	±0.020
VMA, % Min	Tex-204-F	Note 9	Note 9	N/A
Theoretical maximum specific (Rice) gravity	Tex-227-F	N/A	N/A	±0.020
Drain-down	Tex-235-F	Note 10	Note 10	N/A

1. JMF1 is the approved laboratory mixture design used for producing the trial batch. JMF2 is the approved mixture design developed from the trial batch used to produce Lot 1.
2. Current JMF is JMF3 or higher. JMF3 is the approved mixture design used to produce Lot 2.
3. Contractor may request referee testing only when values exceed these tolerances.
4. When within these tolerances, mixture production gradations may fall outside the master grading limits; however, the % passing the #200 will be considered out of tolerance when outside the master grading limits.
5. Only applies to mixture produced for Lot 1 and higher.
6. Ensure the asphalt binder content determination excludes fibers. Add the recycled binder content to the flow meter readout when the asphalt mass flow meter is used to determine binder content.
7. May be obtained from asphalt flow meter readouts as determined by the Engineer.
8. Binder content is not allowed to be outside the limits shown in accordance with Table 8.
9. Verify that Table 7 requirements are met for VMA.
10. Verify that Table 8 requirements are met for drain-down.

4.4.2.2. **Engineer's Responsibilities.**

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

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

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

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

Unless waived, the Engineer will determine the Micro-Deval abrasion loss in accordance with Section 3080.2.1.1.2., "Micro-Deval Abrasion." If the Engineer's test results are pending after two working days, conditional approval of JMF1 will still be granted within two working days of receiving JMF1. When the Engineer's test results become available, they will be used for specification compliance.

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

- 4.4.2.2.3. **Hamburg Wheel and Overlay Testing of JMF1.** If the Contractor requests the option to have the Department perform the Hamburg Wheel test on the laboratory mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in accordance with Table 8. The Engineer will perform the Overlay test. The Engineer will mold samples in accordance with [Tex-248-F](#) to verify compliance with the Overlay test requirements in accordance with Table 8. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel and Overlay test results on the laboratory mixture design.
- 4.4.2.2.4. **Ignition Oven Correction Factors.** The Engineer will use the split samples provided by the Contractor to determine the aggregate and asphalt correction factors for the ignition oven used for QA testing during production in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. The Engineer will verify that the asphalt content correction factor takes into account the percent fibers in the mixture so that the fibers are excluded from the binder content determination.
- 4.4.2.2.5. **Testing the Trial Batch.** Within one full working day, the Engineer will sample and test the trial batch to ensure that the mixture meets the requirements in accordance with Table 9. If the Contractor requests the option to have the Department perform the Hamburg Wheel test on the trial batch mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in accordance with Table 8.
- The Engineer will have the option to perform the following tests on the trial batch:
- [Tex-248-F](#) to confirm the mixture meets the Overlay test requirements in accordance with Table 8; and
 - When shown on the plans, [Tex-530-C](#) to retain and use for comparison purposes during production.
- 4.4.2.2.6. **Full Approval of JMF1.** The Engineer will grant full approval of JMF1 and authorize the Contractor to proceed with developing JMF2 if the Engineer's results for the trial batch meet the requirements in accordance with Table 8.
- The Engineer will notify the Contractor that an additional trial batch is required if the trial batch does not meet these requirements.
- 4.4.2.2.7. **Approval of JMF2.** The Engineer will approve JMF2 within one working day if the mixture meets the requirements in accordance with Tables 4, 7, 8, and 9. Overlay requirements for the trial batch are not applicable unless requested by the Engineer.
- 4.4.2.2.8. **Approval of Lot 1 Production.** The Engineer will authorize the Contractor to proceed with Lot 1 production (using JMF2) as soon as a passing result is achieved from the Department's or a Department-approved laboratory's Hamburg Wheel test on the trial batch. The Contractor may proceed at its own risk with Lot 1 production without the results from the Hamburg Wheel test on the trial batch.

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

- 4.4.2.2.9. **Approval of JMF3 and Subsequent JMF Changes.** JMF3 and subsequent JMF changes are approved if they meet the mixture requirements shown in accordance with Table 4, the master grading limits in accordance with Table 7, the asphalt binder content in accordance with Table 8, and are within the operational tolerances of JMF2 in accordance with Table 9.
- 4.5. **Production Operations.** Perform a new trial batch when the plant or plant location is changed. Take corrective action and receive approval to proceed after any production suspension for noncompliance to the specification. Submit a new mix design and perform a new trial batch when the asphalt binder content of:
- any RAP stockpile used in the mix is more than 0.5% higher than the value shown on the mixture design report; or
 - RAS stockpile used in the mix is more than 2.0% higher than the value shown on the mixture design report.
- 4.5.1. **Storage and Heating of Materials.** Do not heat the asphalt binder above the temperatures specified in Item 300, "Asphalts, Oils, and Emulsions," or outside the manufacturer's recommended values. Provide the Engineer with daily records of asphalt binder and hot-mix asphalt discharge temperatures (in legible and discernible increments) in accordance with Item 320, "Equipment for Asphalt Concrete Pavement," unless otherwise directed. Do not store mixture for a period long enough to affect the quality of the mixture, nor in any case longer than 12 hr. unless otherwise approved.
- 4.5.2. **Mixing and Discharge of Materials.** Notify the Engineer of the target discharge temperature and produce the mixture within 25°F of the target. Monitor the temperature of the material in the truck before shipping to ensure that it does not exceed the maximum production temperature in accordance with Table 10 (or 275°F for WMA). The Department will not pay for or allow placement of any mixture produced above the maximum production temperature in accordance with Table 10.

Table 10
Maximum Production Temperature

High-Temperature Binder Grade ¹	Maximum Production Temperature
PG 76	345°F ²
A-R Binder	345°F ²

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

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

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

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

Use equipment for hauling as defined in Section 3080.4.7.3.3., "Hauling Equipment." Use other hauling equipment only when allowed.

- 4.7. **Placement Operations.** Collect haul tickets from each load of mixture delivered to the project and provide the Department's copy to the Engineer approximately every hour or as directed. Use a hand-held thermal camera or infrared thermometer, when a thermal imaging system is not used, to measure and record the internal temperature of the mixture as discharged from the truck or Material Transfer Device (MTD) before or as the mix enters the paver and an approximate station number or GPS coordinates on each ticket. Calculate the daily yield and cumulative yield for the specified lift and provide to the Engineer at the end of paving operations for each day unless otherwise directed. The Engineer may suspend production if the Contractor fails to produce and provide haul tickets and yield calculations by the end of paving operations for each day.

Prepare the surface by removing raised pavement markers and objectionable material such as moisture, dirt, sand, leaves, and other loose impediments from the surface before placing mixture. Remove vegetation from pavement edges. Place the mixture to meet the typical section requirements and produce a smooth, finished surface with a uniform appearance and texture. Offset longitudinal joints of successive courses of hot-mix by at least 6 in. Place mixture so that longitudinal joints on the surface course coincide within 6-in. of lane lines and are not placed in the wheel path, or as directed. Ensure that all finished surfaces will drain properly. Place the mixture at the rate or thickness shown on the plans. The Engineer will use the guidelines in accordance with Table 11 to determine the compacted lift thickness of each layer when multiple lifts are required. The thickness determined is based on the rate of 110 lb. per square yard for each inch of pavement unless otherwise shown on the plans.

Table 11
Compacted Lift Thickness and Required Core Height

Mixture Type	Compacted Lift Thickness Guidelines		Min Untrimmed Core Height (in.) Eligible for Testing
	Min (in.)	Max (in.)	
SMA-C	2.25	4.00	1.75
SMA-D	1.50	3.00	1.25
SMA-F	1.25	2.00	1.25
SMAR-C	2.00	4.00	1.75
SMAR-F	1.50	3.00	1.25

- 4.7.1. **Weather Conditions.**

- 4.7.1.1. **When Using a Thermal Imaging System.** The Contractor may pave any time the roadway is dry and the roadway surface temperature is at least 60°F unless otherwise approved or as shown on the plans; however, the Engineer may restrict the Contractor from paving surface mixtures if the ambient temperature is likely to drop below 32°F within 12 hr. of paving. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. Provide output data from the thermal imaging system to demonstrate to the Engineer that no recurring severe thermal segregation exists in accordance with Section 3080.4.7.3.1.2., "Thermal Imaging System."

When producing HMA (not WMA), produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

- 4.7.1.2. **When Not Using a Thermal Imaging System.** When using a thermal camera instead of the thermal imaging system, place mixture when the roadway surface temperature is at or above 70°F unless otherwise approved or as shown on the plans. Measure the roadway surface temperature with a hand-held thermal camera or infrared thermometer. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. The Engineer may restrict the Contractor from paving if the air temperature is 60°F and falling.

When producing HMA (not WMA), produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

- 4.7.2. **Tack Coat.**

- 4.7.2.1. **Application.** Clean the surface before placing the tack coat. The Engineer will set the rate between 0.04 and 0.10 gal. of residual asphalt per square yard of surface area. Apply a uniform tack coat at the specified rate unless otherwise directed. Apply the tack coat in a uniform manner to avoid streaks and other irregular patterns. Apply the tack coat to all surfaces that will come in contact with the subsequent HMA placement, unless otherwise directed. Allow adequate time for emulsion to break completely before placing any material. Prevent splattering of tack coat when placed adjacent to curb, gutter, and structures. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use
- 4.7.2.2. **Sampling.** The Engineer will obtain at least one sample of the tack coat binder per project in accordance with [Tex-500-C](#), Part III, and test it to verify compliance with Item 300, "Asphalts, Oils, and Emulsions." The Engineer will notify the Contractor when the sampling will occur and will witness the collection of the sample from the asphalt distributor immediately before use. Label the can with the corresponding lot and subplot numbers, producer, producer facility location, grade, district, date sampled, and project information including highway and CSJ. For emulsions, the Engineer may test as often as necessary to ensure the residual of the emulsion is greater than or equal to the specification requirement in Item 300, "Asphalts, Oils, and Emulsions."
- 4.7.3. **Lay-Down Operations.** Use the placement temperature in accordance with Table 12 to establish the minimum placement temperature of mixture delivered to the paving operation.

Table 12
Minimum Mixture Placement Temperature

High-Temperature Binder Grade ¹	Min. Placement Temperature (Before Entering Paving Operation) ^{2,3,4}
PG 76	280° F
A-R Binder	280° F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The mixture temperature must be measured using a hand-held thermal camera or infrared thermometer nearest to the point of entry of the paving operation.
3. Minimum placement temperatures may be reduced 10°F if using a compaction aid.
4. When using WMA, the minimum placement temperature is 215°F.

- 4.7.3.1. **Thermal Profile.** Use a hand-held thermal camera or a thermal imaging system to obtain a continuous thermal profile in accordance with [Tex-244-F](#). Thermal profiles are not applicable in areas described in Section 3080.4.9.3.1.4., "Miscellaneous Areas."
- 4.7.3.1.1. **Thermal Segregation.**
- 4.7.3.1.1.1. **Moderate.** Any areas that have a temperature differential greater than 25°F, but not exceeding 50°F.
- 4.7.3.1.1.2. **Severe.** Any areas that have a temperature differential greater than 50°F.
- 4.7.3.1.2. **Thermal Imaging System.** Review the output results when a thermal imaging system is used, and provide the report described in [Tex-244-F](#) to the Engineer daily. Modify the paving process as necessary to eliminate any recurring (moderate or severe) thermal segregation identified by the thermal imaging system.
- The Engineer may suspend subsequent paving operations if the Contractor cannot successfully modify the paving process to eliminate recurring severe or moderate thermal segregation.
- Segregation (Density profiles) are not required and not applicable when using a thermal imaging system.
- Provide the Engineer with electronic copies of all daily data files that can be used with the thermal imaging system software to generate temperature profile plots daily or as requested by the Engineer.
- 4.7.3.1.3. **Thermal Camera.** When using the thermal camera instead of the thermal imaging system, take immediate corrective action to eliminate recurring moderate thermal segregation when a hand-held thermal camera is used. Evaluate areas with moderate thermal segregation by performing density profiles in accordance with Section 3080.4.9.3.3.2., "Segregation (Density Profile)." Provide the Engineer with the thermal profile of every subplot within one working day of the completion of each lot. When requested by the Engineer, provide the

thermal images generated using the thermal camera. Report the results of each thermal profile in accordance with Section 3080.4.2., "Reporting and Responsibilities." The Engineer will use a hand-held thermal camera to obtain a thermal profile at least once per project. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that contains severe thermal segregation. Suspend operations and take immediate corrective action to eliminate severe thermal segregation unless otherwise directed. Resume operations when the Engineer determines that subsequent production will meet the requirements of this Section. Evaluate areas with severe thermal segregation by performing density profiles in accordance with Section 3080.4.9.3.3.2., "Segregation (Density Profile)." Remove and replace the material in any areas that have both severe thermal segregation and a failing result for Segregation (Density Profile) unless otherwise directed. The subplot in question may receive a production and placement payment adjustment greater than 1.000, if applicable, when the defective material is successfully removed and replaced.

- 4.7.3.2. **Windrow Operations.** Operate windrow pickup equipment so that when hot-mix is placed in windrows, substantially all the mixture deposited on the roadbed is picked up and loaded into the paver.
- 4.7.3.3. **Hauling Equipment.** Use belly dumps, live bottom, or end dump trucks to haul and transfer mixture; however, with exception of paving miscellaneous areas, end dump trucks are only allowed when used in conjunction with an MTD with remixing capability or when a thermal imaging system is used unless otherwise allowed.
- 4.7.3.4. **Screed Heaters.** Turn off screed heaters to prevent overheating of the mat if the paver stops for more than 5 min. The Engineer may evaluate the suspect area in accordance with Section 3080.4.9.3.3.4., "Recovered Asphalt Dynamic Shear Rheometer (DSR)," if the screed heater remains on for more than 5 min. while the paver is stopped.
- 4.8. **Compaction.** Compact the pavement uniformly to contain between 3.7% and 7.0% in-place air voids. Take immediate corrective action to bring the operation within 3.7% and 7.0% when the in-place air voids exceed the range of these tolerances. The Engineer will allow paving to resume when the proposed corrective action is likely to yield between 3.8% and 8.5% in-place air voids.

Obtain cores in areas placed under Exempt Production, as directed, at locations determined by the Engineer. The Engineer may test these cores and suspend operations or require removal and replacement if the in-place air voids are less than 2.7% or more than 8.0%. Areas defined in Section 3080.4.9.3.1.4., "Miscellaneous Areas," are not subject to in-place air void determination.

Furnish the type, size, and number of rollers required for compaction necessary to ensure adequate compaction. Use additional rollers as required to remove any roller marks. Use only water or an approved release agent on rollers, tamps, and other compaction equipment unless otherwise directed.

Use the control strip method shown in [Tex-207-F](#), Part IV, on the first day of production to establish the rolling pattern that will produce the desired in-place air voids unless otherwise directed.

Use tamps to thoroughly compact the edges of the pavement along curbs, headers, and similar structures and in locations that will not allow thorough compaction with rollers. The Engineer may require rolling with a trench roller on widened areas, in trenches, and in other limited areas.

Complete all compaction operations before the pavement temperature drops below 180°F unless otherwise allowed. The Engineer may allow compaction with a light finish roller operated in static mode for pavement temperatures below 180°F.

Allow the compacted pavement to cool to 160°F or lower before opening to traffic unless otherwise directed. Sprinkle the finished mat with water or limewater, when directed, to expedite opening the roadway to traffic.

- 4.9. **Acceptance Plan.** Payment adjustments for the material will be in accordance with Article 3080.6., "Payment."

Sample and test the hot-mix on a lot and subplot basis. Suspend production until test results or other information indicates to the satisfaction of the Engineer that the next material produced or placed will result in

pay factors of at least 1.000 if the production pay factor given in Section 3080.6.1., "Production Payment Adjustment Factors," for two consecutive lots or the placement pay factor given in Section 3080.6.2., "Placement Payment Adjustment Factors," for two consecutive lots is below 1.000.

- 4.9.3. **Referee Testing.** The Materials and Tests Division is the referee laboratory. The Contractor may request referee testing if a "remove and replace" condition is determined based on the Engineer's test results, or if the differences between Contractor and Engineer test results exceed the maximum allowable difference in accordance with Table 9 and the differences cannot be resolved. The Contractor may also request referee testing if the Engineer's test results require suspension of production and the Contractor's test results are within specification limits. Make the request within five working days after receiving test results and cores from the Engineer. Referee tests will be performed only on the subplot in question and only for the particular tests in question. Allow 10 working days from the time the referee laboratory receives the samples for test results to be reported. The Department may require the Contractor to reimburse the Department for referee tests if more than three referee tests per project are required and the Engineer's test results are closer to the referee test results than the Contractor's test results.

The Materials and Tests Division will determine the laboratory-molded density based on the molded specific gravity and the maximum theoretical specific gravity of the referee sample. The in-place air voids will be determined based on the bulk specific gravity of the cores, as determined by the referee laboratory, and the Engineer's average maximum theoretical specific gravity for the lot. With the exception of remove and replace conditions, referee test results are final and will establish payment adjustment factors for the subplot in question. The Contractor may decline referee testing and accept the Engineer's test results when the placement payment adjustment factor for any subplot results in a "remove and replace" condition. Placement sublots subject to be removed and replaced will be further evaluated in accordance with Section 3080.6.2.2., "Placement Sublots Subject to Removal and Replacement."

- 4.9.4. **Production Acceptance.**

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

- 4.9.4.1.1. **Incomplete Production Lots.** If a lot is begun but cannot be completed, such as on the last day of production or in other circumstances deemed appropriate, the Engineer may close the lot. Adjust the payment for the incomplete lot in accordance with Section 3080.6.1., "Production Payment Adjustment Factors." Close all lots within five working days, unless otherwise allowed

- 4.9.4.2. **Production Sampling.**

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

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

- 4.9.2.2.1.2. **Blind Sample.** For one subplot per lot, the Engineer will obtain and test a "blind" sample instead of the random sample collected by the Contractor. Test either the "blind" or the random sample; however, referee testing (if applicable) will be based on a comparison of results from the "blind" sample. The location of the Engineer's "blind" sample will not be disclosed to the Contractor. The Engineer's "blind" sample may be randomly selected in accordance with [Tex-225-F](#) for any subplot or selected at the discretion of the Engineer. The Engineer will use the Contractor's split sample for sublots not sampled by the Engineer.

- 4.9.4.2.2. **Informational Shear Bond Strength Testing.** Select one random subplot from Lot 2 or higher for shear bond strength testing. Obtain full depth cores in accordance with Tex-249-F. Label the cores with the Control Section Job (CSJ), producer of the tack coat, mix type, shot rate, lot, and subplot number and provide to the Engineer. The Engineer will ship the cores to the Materials and Tests Division or district laboratory for shear bond strength testing. Results from these tests will not be used for specification compliance.
- 4.9.4.2.3. **Informational Methylene Blue Testing.** During the project and at random, obtain and provide the Engineer with approximately 50 lb. of each fine aggregate and approximately 20 lb. of all mineral fillers used to produce the mixture. Label the samples with the Control Section Job (CSJ), mixture type, and approximate lot and subplot number corresponding to when the sample was taken. The Engineer will ship the samples to the Materials and Tests Division for Methylene Blue testing in accordance with [Tex-252-F](#). Results from these tests will not be used for specification compliance.
- 4.9.4.2.4. **Asphalt Binder Sampling.** Obtain a 1-qt. (1-gal. for A-R binder) sample of the asphalt binder witness by the Engineer for each lot of mixture produced. The Contractor will notify the Engineer when the sampling will occur. Obtain the sample at approximately the same time the mixture random sample is obtained. Sample from a port located immediately upstream from the mixing drum or pug mill and upstream from the introduction of any additives in accordance with [Tex-500-C](#), Part II. Label the can with the corresponding lot and subplot numbers, producer, producer facility location, grade, district, date sampled, and project information including highway and CSJ. The Engineer will retain these samples for 1 yr. The Engineer may also obtain independent samples. If obtaining an independent asphalt binder sample and upon request of the Contractor, the Engineer will split a sample of the asphalt binder with the Contractor.

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

- 4.9.4.3. **Production Testing.** The Contractor and Engineer must perform production tests in accordance with Table 13. The Contractor has the option to verify the Engineer's test results on split samples provided by the Engineer. Determine compliance with operational tolerances in accordance with Table 9 for all sublots.

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

At any time during production the Engineer may require the Contractor to verify the following based on quantities used:

- lime content (within $\pm 0.1\%$ of JMF), when PG binder is specified;
- fiber content (within $\pm 0.03\%$ of JMF), when PG binder is specified; and
- CRM content (within $\pm 1.5\%$ of JMF), when A-R binder is specified.

Maintain the in-line measuring device to verify the A-R binder viscosity between 2,500 and 4,000 centipoise at 350°F when A-R binder is specified unless otherwise approved. Record A-R binder viscosity at least once an hour and provide the Engineer with a daily summary unless otherwise directed.

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

Table 13
Production and Placement Testing Frequency

Description	Test Method	Minimum Contractor Testing Frequency	Minimum Engineer Testing Frequency
Individual % retained for #8 sieve and larger	Tex-200-F or Tex-236-F	1 per subplot	1 per 12 sublots ¹
Individual % retained for sieves smaller than #8 and larger than #200			
% passing the #200 sieve			
Laboratory-molded density	Tex-207-F	N/A	1 per subplot ¹
Laboratory-molded bulk specific gravity			
In-place air voids			
VMA			
Segregation (density profile)	Tex-207-F , Part V	1 per subplot ^{2,3}	1 per project ³
Longitudinal joint density	Tex-207-F , Part VII	1 per subplot	1 per project
Moisture content	Tex-212-F , Part II	When directed	1 per project
Theoretical maximum specific (Rice) gravity	Tex-227-F	N/A	1 per subplot ¹
Drain-down	Tex-235-F	1 per subplot	1 per 12 sublots ¹
Asphalt binder content ⁴	Tex-236-F	1 per subplot	1 per lot ¹
Hamburg Wheel test	Tex-242-F	N/A	1 per project
Overlay test ⁵	Tex-248-F	N/A	1 per project
Recycled Asphalt Shingles (RAS) ⁶	Tex-217-F , Part III	N/A	1 per project
Thermal profile	Tex-244-F	1 per subplot ^{2,3,7}	1 per project ³
Asphalt binder sampling and testing	Tex-500-C	1 per lot (sample only) ⁸	1 per project
Tack coat sampling and testing	Tex-500-C , Part III	N/A	1 per project
Boil test ⁹	Tex-530-C	1 per lot	1 per project
Methylene blue test ¹⁰	Tex-252-F	1 per project (sample only)	1 per project
Shear bond strength test ¹⁰	Tex-245-F	1 per project (sample only)	1 per project

1. For production defined in Section 3080.4.9.4., "Exempt Production," the Engineer will test one per day if 100 ton or more are produced. For Exempt Production, no testing is required when less than 100 ton are produced.
2. To be performed in the presence of the Engineer when using the thermal camera, unless otherwise approved.
3. Not required when a thermal imaging system is used.
4. Ensure the binder content determination excludes fibers.
5. Testing performed by the Materials and Tests Division on sample obtained from Lot 2 or higher.
6. Testing performed by the Materials and Tests Division.
7. When using the thermal imaging system, the test report must include the temperature measurements taken in accordance with [Tex-244-F](#).
8. Obtain samples witnessed by the Engineer. The Engineer will retain these samples for 1 yr.
9. When shown on the plans.
10. Testing performed by the Materials and Tests Division for informational purposes only.

4.9.4.4. **Operational Tolerances.** Control the production process within the operational tolerances in accordance with Table 9. When production is suspended, the Engineer will allow production to resume when test results or other information indicates the next mixture produced will be within the operational tolerances.

4.9.4.4.1. **Gradation.** Suspend operation and take corrective action if any aggregate is retained on the maximum sieve size in accordance with Table 7. A subplot is defined as out of tolerance if either the Engineer's or the Contractor's test results are out of operational tolerance. Suspend production when test results for gradation exceed the operational tolerances in accordance with Table 9 for three consecutive sublots on the same sieve or four consecutive sublots on any sieve unless otherwise directed. The consecutive sublots may be from more than one lot.

4.9.4.4.2. **Asphalt Binder Content.** A subplot is defined as out of operational tolerance if either the Engineer's or the Contractor's test results exceed the values in accordance with Table 9. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that is out of operational tolerance for asphalt binder content. Suspend production and shipment of the mixture if the Engineer's or the Contractor's asphalt binder content deviates from the current JMF by more than 0.5% for any subplot or is less than the minimum asphalt content allowed in accordance with Table 8.

- 4.9.4.4.3. **Voids in Mineral Aggregates (VMA).** The Engineer will determine the VMA for every subplot. For sublots when the Engineer does not determine asphalt binder content, the Engineer will use the asphalt binder content results from QC testing performed by the Contractor to determine VMA.
- Take immediate corrective action if the VMA value for any subplot is less than the minimum VMA requirement for production in accordance with Table 7. Suspend production and shipment of the mixture if the Engineer's VMA results on two consecutive sublots are below the minimum VMA requirement for production in accordance with Table 7. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that does not meet the minimum VMA requirement for production in accordance with Table 7 based on the Engineer's VMA determination.
- Suspend production and shipment of the mixture if the Engineer's VMA result is more than 0.5% below the minimum VMA requirement for production in accordance with Table 7. In addition to suspending production, the Engineer may require removal and replacement or may allow the subplot to be left in place without payment.
- 4.9.4.4.4. **Fibers.** Suspend production and shipment of the mixture if fiber content varies from the design target value by more than $\pm 0.03\%$ on two consecutive tests.
- 4.9.4.4.5. **Hamburg Wheel Test.** The Engineer may perform a Hamburg Wheel test on plant produced mixture at any time during production. In addition to testing production samples, the Engineer may obtain cores and perform Hamburg Wheel tests on any areas of the roadway where rutting is observed. Suspend production until further Hamburg Wheel tests meet the specified values when the production or core samples fail the Hamburg Wheel test criteria in accordance with Table 8. Core samples, if taken, will be obtained from the center of the finished mat or other areas excluding the vehicle wheel paths. The Engineer may require up to the entire subplot of any mixture failing the Hamburg Wheel test to be removed and replaced at the Contractor's expense.
- If the Department's or Department-approved laboratory's Hamburg Wheel test results in a "remove and replace" condition, the Contractor may request that the Department confirm the results by re-testing the failing material. The Materials and Tests Division will perform the Hamburg Wheel tests and determine the final disposition of the material in question based on the Department's test results.
- 4.9.4.5. **Individual Loads of Hot-Mix.** The Engineer can reject individual truckloads of hot-mix. When a load of hot-mix is rejected for reasons other than temperature, contamination, or excessive uncoated particles, the Contractor may request that the rejected load be tested. Make this request within 4 hr. of rejection. The Engineer will sample and test the mixture. If test results are within the operational tolerances in accordance with Table 9, payment will be made for the load. If test results are not within operational tolerances, no payment will be made for the load.
- 4.9.5. **Placement Acceptance.**
- 4.9.5.1. **Placement Lot.** A placement lot consists of four placement sublots. A placement subplot consists of the area placed during a production subplot.
- 4.9.5.1.1. **Lot 1 Placement.** Placement payment adjustments greater than 1.000 for Lot 1 will be in accordance with Section 3080.6.2., "Placement Payment Adjustment Factors;" however, no placement adjustment less than 1.000 will be assessed for any subplot placed in Lot 1, when the in-place air voids are greater than or equal to 2.7% and less than or equal to 8.0%. Remove and replace any subplot with in-place air voids less than 2.7% or greater than 8.0%.
- 4.9.5.1.2. **Incomplete Placement Lots.** An incomplete placement lot consists of the area placed as described in Section 3080.4.9.2.1.1., "Incomplete Production Lots," excluding areas defined in Section 3080.4.9.3.1.4., "Miscellaneous Areas." Placement sampling is required if the random sample plan for production resulted in a sample being obtained from an incomplete production subplot.
- 4.9.5.1.3. **Shoulders, Ramps, Etc.** Shoulders, ramps, intersections, acceleration lanes, deceleration lanes, and turn

lanes are subject to in-place air void determination and payment adjustments unless designated on the plans as not eligible for in-place air void determination. Intersections may be considered miscellaneous areas when determined by the Engineer.

4.9.5.1.4. **Miscellaneous Areas.** Miscellaneous areas include areas that typically involve significant handwork or discontinuous paving operations, such as driveways, mailbox turnouts, crossovers, gores, spot level-up areas, and other similar areas. Temporary detours are subject to in-place air void determination when shown on the plans. Miscellaneous areas also include level-ups and thin overlays when the layer thickness specified on the plans is less than the minimum untrimmed core height eligible for testing in accordance with Table 11. The specified layer thickness is based on the rate of 110 lb. per square yard for each inch of pavement unless another rate is shown on the plans. When "level up" is listed as part of the item bid description code, a payment adjustment factor of 1.000 will be assigned for all placement sublots as described in Article 3080.6., "Payment." Miscellaneous areas are not eligible for random placement sampling locations. Compact miscellaneous areas in accordance with Section 3080.4.8., "Compaction." Miscellaneous areas are not subject to in-place air void determination, thermal profiles testing, segregation (density profiles), or longitudinal joint density evaluations.

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

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

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

Trim the cores immediately after obtaining the cores from the roadway in accordance with [Tex-251-F](#) if the core heights meet the minimum untrimmed value in accordance with Table 11. Trim the cores on-site in the presence of the Engineer. Use a permanent marker or paint pen to record the lot and subplot numbers on each core as well as the designation as Core A or B. The Engineer may require additional information to be marked on the core and may choose to sign or initial the core. The Engineer will take custody of the cores immediately after witnessing the trimming of the cores and will retain custody of the cores until the Department's testing is completed. Before turning the trimmed cores over to the Engineer, the Contractor may wrap the trimmed cores or secure them in a manner that will reduce the risk of possible damage occurring during transport by the Engineer. After testing, the Engineer will return the cores to the Contractor.

The Engineer may have the cores transported back to the Department's laboratory at the HMA plant via the Contractor's haul truck or other designated vehicle. In such cases where the cores will be out of the Engineer's possession during transport, the Engineer will use Department-provided security bags and the Roadway Core Custody protocol located at <http://www.dot.state.tx.us/business/specifications.htm> to provide a secure means and process that protects the integrity of the cores during transport.

Decide whether to include the pair of cores in the air void determination for that subplot if the core height before trimming is less than the minimum untrimmed value in accordance with Table 11.

Trim the cores as described above before delivering to the Engineer if electing to have the cores included in the air void determination. Deliver untrimmed cores to the Engineer and inform the Engineer of the decision to not have the cores included in air void determination if electing to not have the cores included in air void determination. The placement pay factor for the subplot will be 1.000 if cores will not be included in air void determination.

Instead of the Contractor trimming the cores on-site immediately after coring, the Engineer and the Contractor may mutually agree to have the trimming operations performed at an alternate location such as a field laboratory or other similar location. In such cases, the Engineer will take possession of the cores immediately after they are obtained from the roadway and will retain custody of the cores until testing is completed. Either the Department or Contractor representative may perform trimming of the cores. The Engineer will witness all trimming operations in cases where the Contractor representative performs the trimming operation.

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

4.9.5.3. **Placement Testing.** Perform placement tests in accordance with Table 13. After the Engineer returns the cores, the Contractor may test the cores to verify the Engineer's test results for in-place air voids. The allowable differences between the Contractor's and Engineer's test results are listed in Table 9.

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

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

4.9.5.3.2. **Segregation (Density Profile).** Test for segregation using density profiles in accordance with [Tex-207-F](#), Part V when using a thermal camera instead of the thermal imaging system. Density profiles are not required and are not applicable when using a thermal imaging system. Density profiles are not applicable in areas described in Section 3080.4.9.3.1.4., "Miscellaneous Areas."

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

- the paver stops due to lack of material being delivered to the paving operations and the temperature of the uncompacted mat before the initial break down rolling is less than the temperatures shown in accordance with Table 14;
- areas that are identified by either the Contractor or the Engineer as with thermal segregation;
- any visibly segregated areas that exist.

Table 14
Minimum Uncompacted Mat Temperature Requiring a Segregation Profile

High-Temperature Binder Grade ¹	Min Temperature of the Uncompacted Mat Allowed Before Initial Break Down Rolling ^{2,3,4,5}
PG 76	<270°F
A-R Binder	<270°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture
2. The surface of the uncompacted mat must be measured using a hand-held thermal camera or infrared thermometer.
3. Segregation profiles are required in areas with moderate and severe thermal segregation as described in Section 3080.4.7.3.1.3., "Thermal Camera."
4. Minimum uncompacted mat temperature requiring a segregation profile may be reduced 10°F if using a compaction aid.

5. When using WMA, the minimum uncompacted mat temperature requiring a segregation profile is 215°F.

Provide the Engineer with the density profile of every subplot in the lot within one working day of the completion of each lot. Report the results of each density profile in accordance with Section 3080.4.2., "Reporting and Responsibilities."

The density profile is considered failing if it exceeds the tolerances in accordance with Table 15. No production or placement payment adjustments greater than 1.000 will be paid for any subplot that contains a failing density profile.

When a hand-held thermal camera is used instead of a thermal imaging system, the Engineer will measure the density profile at least once per project. The Engineer's density profile results will be used when available. The Engineer may require the Contractor to remove and replace the area in question if the area fails the density profile and has surface irregularities as defined in Section 3080.4.9.3.3.5., "Irregularities." The subplot in question may receive a production and placement payment adjustment greater than 1.000, if applicable, when the defective material is successfully removed and replaced.

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

Table 15
Segregation (Density Profile) Acceptance Criteria

Mixture Type	Max Allowable Density Range (Highest to Lowest)	Max Allowable Density Range (Average to Lowest)
SMA-C & SMAR-C	8.0 pcf	5.0 pcf
SMA-D, SMA-F & SMAR-F	6.0 pcf	3.0 pcf

4.9.5.3.3.

Longitudinal Joint Density.

4.9.3.3.3.1.

Informational Shear Bond Strength Testing. Select one random subplot from Lot 2 or higher for shear bond strength testing. Obtain full depth cores in accordance with Tex-249-F. Label the cores with the Control Section Job (CSJ), producer of the tack coat, mix type, shot rate, lot, and subplot number and provide to the Engineer. The Engineer will ship the cores to the Materials and Tests Division or district laboratory for shear bond strength testing. Results from these tests will not be used for specification compliance.

4.9.3.3.3.2.

Record Tests. Perform a joint density evaluation for each subplot at each pavement edge that is or will become a longitudinal joint. Joint density evaluations are not applicable in areas described in Section 3080.4.9.3.1.4., "Miscellaneous Areas." Determine the joint density in accordance with [Tex-207-F](#), Part VII. Record the joint density information and submit results on Department forms to the Engineer. The evaluation is considered failing if the joint density is more than 3.0 pcf below the density taken at the core random sample location and the correlated joint density is less than 90.0%. The Engineer will make independent joint density verification at least once per project and may make independent joint density verifications at the random sample locations. The Engineer's joint density test results will be used when available.

Provide the Engineer with the joint density of every subplot in the lot within one working day of the completion of each lot. Report the results of each joint density in accordance with Section 3080.4.2., "Reporting and Responsibilities."

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

4.9.3.3.4.

Recovered Asphalt Dynamic Shear Rheometer (DSR). The Engineer may take production samples or cores from suspect areas of the project to determine recovered asphalt properties. Asphalt binders with an aging ratio greater than 3.5 do not meet the requirements for recovered asphalt properties and may be deemed defective when tested and evaluated by the Materials and Tests Division. The aging ratio is the

DSR value of the extracted binder divided by the DSR value of the original unaged binder. Obtain DSR values in accordance with AASHTO T 315 at the specified high temperature PG of the asphalt. The Engineer may require removal and replacement of the defective material at the Contractor's expense. The asphalt binder will be recovered for testing from production samples or cores in accordance with [Tex-211-F](#).

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

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

- 4.9.4. **Exempt Production.** The Engineer may deem the mixture as exempt production for the following conditions:

- anticipated daily production is less than 500 ton;
- total production for the project is less than 5,000 ton;
- when mutually agreed between the Engineer and the Contractor; or
- when shown on the plans.

For exempt production, the Contractor is relieved of all production and placement QC/QA sampling and testing requirements, except for coring operations when required by the Engineer. The production and placement pay factors are 1.000 if the specification requirements listed below are met, all other specification requirements are met, and the Engineer performs acceptance tests for production and placement in accordance with Table 13 when 100 ton or more per day are produced.

- produce, haul, place, and compact the mixture in compliance with the specification and as directed;
- control mixture production to yield a laboratory-molded density that is within $\pm 1.0\%$ of the target laboratory-molded density as tested by the Engineer;
- compact the mixture in accordance with Section 3080.4.8., "Compaction," and
- when a thermal imaging system is not used, the Engineer may perform segregation (density profiles) and thermal profiles in accordance with the specification.

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

5. MEASUREMENT

- 5.1. **Stone Matrix Asphalt.** Hot mix will be measured by the ton of composite hot-mix. The composite hot-mix is the asphalt, aggregate, and additives. Measure the weight on scales in accordance with Item 520, "Weighing and Measuring Equipment." Provide the Engineer with a daily summary of the asphalt mass flow meter readings for SMAR mixtures unless otherwise directed.
- 5.2. **Tack Coat.** Tack coat will be measured at the applied temperature by strapping the tank before and after road application and determining the net volume in gallons from the calibrated distributor. The Engineer will witness all strapping operations for volume determination. All tack, including emulsions, will be measured by the gallon applied.

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

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3080.5.1., "Stone Matrix Asphalt," will be paid for at the unit bid price for "Stone Matrix Asphalt" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3080.5.2., "Tack Coat," will be paid for at the unit bid price for "Tack Coat" of the tack coat provided. These prices are full compensation for materials, placement, equipment, labor, tools, and incidentals.

Payment adjustments will be applied as determined in this Item; however, a payment adjustment factor of 1.000 will be assigned for all placement sublots for "level ups" only when "level up" is listed as part of the item bid description code. A payment adjustment factor of 1.000 will be assigned to all production and placement sublots when "exempt" is listed as part of the item bid description code, and all testing requirements are met.

Payment for each subplot, including applicable payment adjustments greater than 1.000, will only be paid for sublots when the Contractor supplies the Engineer with the required documentation for production and placement QC/QA, thermal profiles, segregation density profiles, and longitudinal joint densities in accordance with Section 3080.4.2., "Reporting and Responsibilities." When a thermal imaging system is used, documentation is not required for thermal profiles or segregation density profiles on individual sublots; however, the thermal imaging system reports described in [Tex-244-F](#) are required.

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

Payment adjustment for ride quality will be determined in accordance with Item 585, "Ride Quality for Pavement Surfaces."

- 6.1. **Production Payment Adjustment Factors.** The production payment adjustment factor is based on the laboratory-molded density using the Engineer's test results. The bulk specific gravities of the samples from each subplot will be divided by the Engineer's maximum theoretical specific gravity for the subplot. The individual sample densities for the subplot will be averaged to determine the production payment adjustment factor in accordance with Table 16 for each subplot using the deviation from the target laboratory-molded density in accordance with Table 8. The production payment adjustment factor for completed lots will be the average of the payment adjustment factors for the four sublots sampled within that lot.

Table 16
Production Payment Adjustment Factors for Laboratory-Molded Density¹

Absolute Deviation from Target Laboratory-Molded Density	Production Payment Adjustment Factor (Target Laboratory-Molded Density)
0.0	1.100
0.1	1.100
0.2	1.100
0.3	1.086
0.4	1.075
0.5	1.063
0.6	1.050
0.7	1.038
0.8	1.025
0.9	1.013
1.0	1.000
1.1	0.900
1.2	0.800
1.3	0.700
> 1.3	Remove and replace

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

6.1.1. **Payment for Incomplete Production Lots.** Production payment adjustments for incomplete lots, described under Section 3080.4.9.2.1.1., "Incomplete Production Lots," will be calculated using the average production pay factors from all sublots sampled.

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

6.1.2. **Production Sublots Subject to Removal and Replacement.** If after referee testing, the laboratory-molded density for any subplot results in a "remove and replace" condition as listed in Table 13, the Engineer may require removal and replacement or may allow the subplot to be left in place without payment. The Engineer may also accept the subplot in accordance with Section 5.3.1., "Acceptance of Defective or Unauthorized Work." Replacement material meeting the requirements of this Item will be paid for in accordance with this Section.

6.2. **Placement Payment Adjustment Factors.** The placement payment adjustment factor is based on in-place air voids using the Engineer's test results. The bulk specific gravities of the cores from each subplot will be divided by the Engineer's average maximum theoretical specific gravity for the lot. The individual core densities for the subplot will be averaged to determine the placement payment adjustment factor in accordance with Table 17 for each subplot that requires in-place air void measurement. A placement payment adjustment factor of 1.000 will be assigned to the entire subplot when the random sample location falls in an area designated on the plans as not subject to in-place air void determination. A placement payment adjustment factor of 1.000 will be assigned to quantities placed in areas described in Section 3080.4.9.3.1.4., "Miscellaneous Areas." The placement payment adjustment factor for completed lots will be the average of the placement payment adjustment factors for up to four sublots within that lot.

Table 17
Placement Payment Adjustment Factors for In-Place Air Voids

In-Place Air Voids	Placement Payment Adjustment Factor	In-Place Air Voids	Placement Payment Adjustment Factor
< 2.7	Remove and Replace	5.4	1.080
2.7	0.710	5.5	1.075
2.8	0.740	5.6	1.070
2.9	0.770	5.7	1.065
3.0	0.800	5.8	1.060
3.1	0.830	5.9	1.055
3.2	0.860	6.0	1.050
3.3	0.890	6.1	1.045
3.4	0.920	6.2	1.040
3.5	0.950	6.3	1.035
3.6	0.980	6.4	1.030
3.7	1.010	6.5	1.025
3.8	1.040	6.6	1.020
3.9	1.070	6.7	1.015
4.0	1.100	6.8	1.010
4.1	1.100	6.9	1.005
4.2	1.100	7.0	1.000
4.3	1.100	7.1	0.970
4.4	1.100	7.2	0.940
4.5	1.100	7.3	0.910
4.6	1.100	7.4	0.880
4.7	1.100	7.5	0.850
4.8	1.100	7.6	0.820
4.9	1.100	7.7	0.790
5.0	1.100	7.8	0.760
5.1	1.095	7.9	0.730
5.2	1.090	8.0	0.700
5.3	1.085	> 8.0	Remove and Replace

- 6.2.1. **Payment for Incomplete Placement Lots.** Payment adjustments for incomplete placement lots described under Section 3080.4.9.3.1.2., “Incomplete Placement Lots,” will be calculated using the average of the placement pay factors from all sublots sampled and sublots where the random location falls in an area designated on the plans as not eligible for in-place air void determination.

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

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

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

- 6.2.2. **Placement Sublots Subject to Removal and Replacement.** If after referee testing, the placement payment adjustment factor for any subplot results in a “remove and replace” condition as listed in Table 17, the Engineer will choose the location of two cores to be taken within 3 ft. of the original failing core location. The Contractor will obtain the cores in the presence of the Engineer. The Engineer will take immediate possession of the untrimmed cores and submit the untrimmed cores to the Materials and Tests Division, where they will be trimmed if necessary and tested for bulk specific gravity within 10 working days of receipt.

The bulk specific gravity of each core will be divided by the Engineer’s average maximum theoretical specific gravity for that lot. The individual core densities for the subplot will be averaged to determine the new payment adjustment factor of the subplot in question. If the new payment adjustment factor is 0.700 or greater, the new payment adjustment factor will apply to that subplot. If the new payment adjustment factor is less than 0.700, no payment will be made for the subplot. Remove and replace the failing subplot, or the Engineer may allow the subplot to be left in place without payment. The Engineer may also accept the subplot in accordance with Section 5.3.1., “Acceptance of Defective or Unauthorized Work.” Replacement material meeting the

requirements of this Item will be paid for in accordance with this Section.

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

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

where:

A = Bid price × production lot quantity × average payment adjustment factor for the production lot

B = Bid price × placement lot quantity × average payment adjustment factor for the placement lot + (bid price × quantity placed in miscellaneous areas × 1.000)

Production lot quantity = Quantity actually placed - quantity left in place without payment

Placement lot quantity = Quantity actually placed - quantity left in place without payment - quantity placed in miscellaneous areas

Special Specification 3081

Thin Overlay Mixtures



1. DESCRIPTION

Construct a thin surface course composed of a compacted mixture of aggregate and asphalt binder mixed hot in a mixing plant. Produce a thin overlay mixture (TOM) with a minimum lift thickness of 1/2 in. for a Type F mixture and 3/4 in. for a Type C mixture.

2. MATERIALS

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

Notify the Engineer of all material sources and before changing any material source or formulation. The Engineer will verify that the specification requirements are met when the Contractor makes a source or formulation change, and may require a new laboratory mixture design, trial batch, or both. The Engineer may sample and test project materials at any time during the project to verify specification compliance in accordance with Item 6, "Control of Materials."

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

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

For sources not listed on the Department's BRSQC:

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

2.1.1.1. **Blending Class A and Class B Aggregates.** Class B aggregate meeting all other requirements in blending Class A and B aggregates to meet a Class A requirement, ensure that at least 50% by weight, or volume if required, of all aggregates used in the mixture design retained on the No. 8 sieve comes from the Class A

aggregate source, unless otherwise shown on the plans. Blend by volume if the bulk specific gravities of the Class A and B aggregates differ by more than 0.300. Class B aggregate may be disallowed when shown on the plans.

The Engineer may perform tests at any time during production, when the Contractor blends Class A and B aggregates to meet a Class A requirement, to ensure that at least 50% by weight, or volume if required, of the material retained on the No. 8 sieve comes from the Class A aggregate source. The Engineer will use the Department's mix design template, when electing to verify conformance, to calculate the percent of Class A aggregate retained on the No. 8 sieve by inputting the bin percentages shown from readouts in the control room at the time of production and stockpile gradations measured at the time of production. The Engineer may determine the gradations based on either washed or dry sieve analysis from samples obtained from individual aggregate cold feed bins or aggregate stockpiles. The Engineer may perform spot checks using the gradations supplied by the Contractor on the mixture design report as an input for the template; however, a failing spot check will require confirmation with a stockpile gradation determined by the Engineer.

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

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

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

where:

Mg_{est} = magnesium sulfate soundness loss

RSSM = Rated Source Soundness Magnesium

MD_{act} = actual Micro-Deval percent loss

RSMD = Rated Source Micro-Deval

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

- 2.1.2. **Intermediate Aggregate.** Aggregates not meeting the definition of coarse or fine aggregate will be defined as intermediate aggregate. Supply intermediate aggregates, when used that are free from organic impurities. The Engineer may test the intermediate aggregate in accordance with [Tex-408-A](#) to verify the material is free from organic impurities. Supply intermediate aggregate from coarse aggregate sources, when used that meet the requirements in accordance with Table 1 unless otherwise approved.

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

- 2.1.3. **Fine Aggregate.** Fine aggregates consist of manufactured sands and screenings. Natural sands are not allowed in any mixture. Fine aggregate stockpiles must meet the fine aggregate properties in accordance with Table 1 and the gradation requirements in accordance with Table 2. Supply fine aggregates that are free from organic impurities. The Engineer may test the fine aggregate in accordance with [Tex-408-A](#) to verify the material is free from organic impurities. Use fine aggregate from coarse aggregate sources that meet the requirements in accordance with Table 1 unless otherwise approved.

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

Table 1
Aggregate Quality Requirements

Property	Test Method	Requirement
Coarse Aggregate		
SAC	Tex-499-A	A ¹
Deleterious material, %, Max	Tex-217-F , Part I	1.5
Decantation, %, Max	Tex-217-F , Part II	1.5
Micro-Deval abrasion, %	Tex-461-A	Note ^f
Los Angeles abrasion, %, Max	Tex-410-A	30
Magnesium sulfate soundness, 5 cycles, %, Max	Tex-411-A	20
Crushed face count, ³ %, Min	Tex-460-A , Part I	95
Flat and elongated particles @ 5:1, %, Max	Tex-280-F	10
Fine Aggregate		
Linear shrinkage, %, Max	Tex-107-E	3
Sand equivalent, %, Min	Tex-203-F	45

1. Surface Aggregate Classification of "A" is required unless otherwise shown on the plans.
2. Used to estimate the magnesium sulfate soundness loss in accordance with Section 3081.2.1.1.2., "Micro-Deval Abrasion."
3. Only applies to crushed gravel.

Table 2
Gradation Requirements for Fine Aggregate

Sieve Size	% Passing by Weight or Volume
3/8"	100
#8	70-100
#200	0-30

- 2.2. **Mineral Filler.** Mineral filler consists of finely divided mineral matter such as agricultural lime, crusher fines, or hydrated lime. Mineral filler is allowed unless otherwise shown on the plans. Fly ash is not permitted unless otherwise shown on the plans. Use no more than 2% hydrated lime unless otherwise shown on the plans. Test all mineral fillers except hydrated lime and fly ash in accordance with [Tex-107-E](#) to ensure specification compliance. The plans may require or disallow specific mineral fillers. Provide mineral filler, when used, that:
- is sufficiently dry, free-flowing, and free from clumps and foreign matter as determined by the Engineer;
 - does not exceed 3% linear shrinkage when tested in accordance with [Tex-107-E](#); and
 - meets the gradation requirements in Table 3, unless otherwise shown on the plans.

Table 3
Gradation Requirements for Mineral Filler

Sieve Size	% Passing by Weight or Volume
#8	100
#200	55-100

- 2.3. **Baghouse Fines.** Fines collected by the baghouse or other dust-collecting equipment may be reintroduced into the mixing drum.
- 2.4. **Asphalt Binder.** Furnish performance-graded (PG) asphalt binder with a high temperature grade of PG 76 unless otherwise shown in the plans and a low temperature grade as shown on the plans, in accordance with Section 300.2.10., "Performance-Graded Binders."
- 2.5. **Tack Coat.** Furnish CSS-1H, SS-1H, EBL, or a PG binder with a minimum high-temperature grade of PG 58 for tack coat binder in accordance with Item 300, "Asphalts, Oils, and Emulsions." Specialized tack coat materials listed on the Department's Tracking Resistant Asphalt Interlayer (TRAIL) MPL may be allowed or required when shown on the plans. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.

- 2.6. **Additives.** Provide the Engineer with documentation such as the bill of lading showing the quantity of additives used in the project unless otherwise directed.
- 2.6.1. **Lime and Liquid Antistripping Agent.** When lime or a liquid antistripping agent is used, add in accordance with Item 301, "Asphalt Antistripping Agents." Use no more than 1% hydrated lime when using crushed gravel. Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum.
- 2.6.2. **Compaction Aid.** Compaction Aid is defined as a department-approved chemical warm mix additive denoted as "chemical additive" on the Department's materials producer list (MPL) that is used to facilitate mixing and compaction of HMA.
- Compaction Aid is allowed for use on all projects. Compaction aid is required when shown on the plans or as required in Section 3081.4.7.1., "Weather Conditions."
- Warm mix foaming processes, denoted as "foaming process" on the Department-approved MPL, may be used to facilitate mixing and compaction of HMA; however warm mix foaming processes are not defined as a Compaction Aid.
- 2.7. **Recycled Materials.** Recycled materials are not allowed for use.

3. EQUIPMENT

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

4. CONSTRUCTION

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

- 4.1. **Certification.** Personnel certified by the Department-approved hot-mix asphalt certification program must conduct all mixture designs, sampling, and testing in accordance with Table 4. Supply the Engineer with a list of certified personnel and copies of their current certificates before beginning production and when personnel changes are made. Provide a mixture design developed and signed by a Level 2 certified specialist. Provide Level 1A certified specialists at the plant during production operations. Provide Level 1B certified specialists to conduct placement tests. Provide AGG101 certified specialists for aggregate testing.

Table 4
Test Methods, Test Responsibility, and Minimum Certification Levels

Test Description	Test Method	Contractor	Engineer	Level ¹
1. Aggregate Testing				
Sampling	Tex-221-F	✓	✓	1A/AGG101
Dry sieve	Tex-200-F , Part I	✓	✓	1A/AGG101
Washed sieve	Tex-200-F , Part II	✓	✓	1A/AGG101
Deleterious material	Tex-217-F , Part I	✓	✓	AGG101
Decantation	Tex-217-F , Part II	✓	✓	AGG101
Los Angeles abrasion	Tex-410-A		✓	Department
Magnesium sulfate soundness	Tex-411-A		✓	Department
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Crushed face count	Tex-460-A	✓	✓	AGG101
Flat and elongated particles	Tex-280-F	✓	✓	AGG101
Sand equivalent	Tex-203-F	✓	✓	AGG101
Organic impurities	Tex-408-A	✓	✓	AGG101
Methylene blue test	Tex-252-F		✓	Department
2. Asphalt Binder & Tack Coat Sampling				
Asphalt binder sampling	Tex-500-C , Part II	✓	✓	1A/1B
Tack coat sampling	Tex-500-C , Part III	✓	✓	1A/1B
3. Mix Design & Verification				
Design and JMF changes	Tex-204-F	✓	✓	2
Mixing	Tex-205-F	✓	✓	2
Molding (TGC)	Tex-206-F	✓	✓	1A
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I & VI	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Drain-down	Tex-235-F	✓	✓	1A
Ignition oven correction factors ²	Tex-236-F , Part II	✓	✓	2
Indirect tensile strength	Tex-226-F	✓	✓	1A
Overlay test	Tex-248-F		✓	Department
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Boil test ⁴	Tex-530-C	✓	✓	1A
4. Production Testing				
Selecting production random numbers	Tex-225-F , Part I		✓	1A
Mixture sampling	Tex-222-F	✓	✓	1A/1B
Molding (TGC)	Tex-206-F	✓	✓	1A
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I & VI	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Gradation & asphalt binder content ²	Tex-236-F , Part I	✓	✓	1A
Drain-down	Tex-235-F	✓	✓	1A
Control charts	Tex-233-F	✓	✓	1A
Moisture content	Tex-212-F , Part II	✓	✓	1A/AGG101
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Overlay test	Tex-248-F	✓	✓	Department
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Boil test ⁴	Tex-530-C	✓	✓	1A
Abson recovery	Tex-211-F		✓	Department
5. Placement Testing				
Establish rolling pattern	Tex-207-F , Part IV	✓		1B
In-place density (nuclear method)	Tex-207-F , Part III	✓		1B
Control charts	Tex-233-F	✓	✓	1A
Ride quality measurement	Tex-1001-S	✓	✓	Note 3
Thermal profile	Tex-244-F	✓	✓	1B
Water flow test	Tex-246-F	✓	✓	1B

- Level 1A, 1B, AGG101, and 2 are certification levels provided by the Hot Mix Asphalt Center certification program.
- Refer to Section 3081.4.9.2.3., "Production Testing," for exceptions to using an ignition oven.
- Profiler and operator are required to be certified at the Texas A&M Transportation Institute facility when Surface Test Type B is specified.
- When shown on the plans.

4.2.

Reporting and Responsibilities. Use Department-provided templates to record and calculate all test data, including mixture design, production and placement QC/QA, control charts, and thermal profiles. Obtain the current version of the templates at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html> or from the Engineer. The Engineer and the Contractor will provide any available test results to the other party when requested. The maximum allowable time for the Contractor and Engineer to exchange test data is as given in Table 5 unless otherwise approved. The Engineer and the Contractor will immediately report to the other party any test result that requires suspension of production or placement or that fails to meet the specification requirements. Record and electronically submit all test results and pertinent information on Department-provided templates.

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

Table 5
Reporting Schedule

Description	Reported By	Reported To	To Be Reported Within
<i>Production Quality Control</i>			
Gradation ¹	Contractor	Engineer	1 working day of completion of the subplot
Asphalt binder content ¹			
Laboratory-molded density ²			
Moisture content ³			
Boil test ⁵			
<i>Production Quality Assurance</i>			
Gradation ³	Engineer	Contractor	1 working day of completion of the subplot
Asphalt binder content ³			
Laboratory-molded density ¹			
Hamburg Wheel test ⁴			
Overlay test ⁴			
Boil test ⁵			
Binder tests ⁴			
<i>Placement Quality Control</i>			
Thermal profile ¹	Contractor	Engineer	1 working day of completion of the lot
Water flow ¹			
<i>Placement Quality Assurance</i>			
Thermal profile ³	Engineer	Contractor	1 working day of completion of the lot
Aging ratio ⁴			
Water flow			

1. These tests are required on every subplot.
2. Optional test. When performed on split samples, report the results as soon as they become available.
3. To be performed at the frequency specified and in accordance with Table 13 or as shown on the plans.
4. To be reported as soon as the results become available.
5. When shown on the plans.

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

4.3.

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

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

- 4.3.1. **Project Personnel.** For project personnel, include:
- a list of individuals responsible for QC with authority to take corrective action;
 - current contact information for each individual listed; and
 - current copies of certification documents for individuals performing specified QC functions.
- 4.3.2. **Material Delivery and Storage.** For material delivery and storage, include:
- the sequence of material processing, delivery, and minimum quantities to assure continuous plant operations;
 - aggregate stockpiling procedures to avoid contamination and segregation;
 - frequency, type, and timing of aggregate stockpile testing to assure conformance of material requirements before mixture production; and
 - procedure for monitoring the quality and variability of asphalt binder.
- 4.3.3. **Production.** For production, include:
- loader operation procedures to avoid contamination in cold bins;
 - procedures for calibrating and controlling cold feeds;
 - procedures to eliminate debris or oversized material;
 - procedures for adding and verifying rates of each applicable mixture component (e.g., aggregate, asphalt binder, lime, liquid antistripping, compaction aid, foaming process);
 - procedures for reporting job control test results; and
 - procedures to avoid segregation and drain-down in the silo.
- 4.3.4. **Loading and Transporting.** For loading and transporting, include:
- type and application method for release agents; and
 - truck loading procedures to avoid segregation.
- 4.3.5. **Placement and Compaction.** For placement and compaction, include:
- proposed agenda for mandatory pre-paving meeting, including date and location;
 - proposed paving plan (e.g., production rate, paving widths, joint offsets, and lift thicknesses);
 - type and application method for release agents in the paver and on rollers, shovels, lutes, and other utensils;
 - procedures for the transfer of mixture into the paver, while avoiding physical and thermal segregation and preventing material spillage;
 - process to balance production, delivery, paving, and compaction to achieve continuous placement operations and good ride quality;
 - paver operations (e.g., speed, operation of wings, height of mixture in auger chamber) to avoid physical and thermal segregation and other surface irregularities; and
 - procedures to construct quality longitudinal and transverse joints.
- 4.4. **Mixture Design.**
- 4.4.1. **Design Requirements.** The Contractor may design the mixture using a Texas Gyrotory Compactor (TGC) or a Superpave Gyrotory Compactor (SGC) unless otherwise shown on the plans. Use the typical weight design example given in [Tex-204-F](#), Part I, when using a TGC. Use the Superpave mixture design procedure provided in [Tex-204-F](#), Part IV, when using a SGC. Design the mixture to meet the requirements in accordance with Tables 1, 2, 3, 6, and 7.
- 4.4.1.1. **Target Laboratory-Molded Density When the TGC Is Used.** Design the mixture at a 97.5% target laboratory-molded density or in accordance with Table 7.

4.4.1.2.

Design Number of Gyration (N_{design}) When the SGC Is Used. Design the mixture at 50 gyrations (N_{design}). Use a target laboratory-molded density of 96.0% to design the mixture; however, adjustments can be made to the N_{design} value as noted in Table 7. The N_{design} level may be reduced to no less than 35 gyrations at the Contractor's discretion.

Use an approved laboratory from the Department's MPL to perform the Hamburg Wheel test, and the Department will perform the Overlay test and provide results with the mixture design, or provide the laboratory mixture and request that the Department perform the Hamburg Wheel test and Overlay test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test and Overlay test results on the laboratory mixture design.

The Engineer will provide the mixture design when shown on the plans. The Contractor may submit a new mixture design at any time during the project. The Engineer will verify and approve all mixture designs (JMF 1) before the Contractor can begin production.

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

- the combined aggregate gradation, source, specific gravity, and percent of each material used;
- the target laboratory-molded density (or N_{design} level when using the SGC);
- results of all applicable tests;
- the mixing and molding temperatures;
- the signature of the Level 2 person or persons that performed the design;
- the date the mixture design was performed; and
- a unique identification number for the mixture design.

Table 6
Master Gradation Limits (% Passing by Weight or Volume) and Volumetric Requirements

Sieve Size	Coarse (TOM-C)	Fine (TOM-F)
1/2"	100.0 ¹	100.0 ¹
3/8"	95.0–100.0	98.0–100.0
#4	40.0–60.0	70.0–95.0
#8	17.0–27.0	40.0–65.0
#16	5.0–27.0	20.0–45.0
#30	5.0–27.0	10.0–35.0
#50	5.0–27.0	10.0–20.0
#200	5.0–9.0	2.0–12.0
Asphalt Binder Content,² % Min		
-	6.0	6.5
Design VMA,³ % Min		
-	16.0	16.5
Production (Plant-Produced) VMA,³ % Min		
-	15.5	16.0

1. Defined as maximum sieve size. No tolerance allowed.
2. Unless otherwise shown on the plans or approved by the Engineer.
3. Voids in Mineral Aggregates (VMA).

Table 7
Mixture Design Properties

Mixture Property	Test Method	Requirement
Target laboratory-molded density, % (TGC)	Tex-207-F	97.5 ¹
Design gyrations (N _{design} for SGC)	Tex-241-F	50 ²
Hamburg Wheel test, passes at 12.5 mm rut depth for PG 76 mixtures	Tex-242-F	20,000 Min
Overlay test, Critical Fracture Energy, lb.-in/sq. in	Tex-248-F	1.5 Min
Overlay test, Crack Progression Rate	Tex-248-F	0.40 Max
Drain-down, %	Tex-235-F	0.20 Max

1. Unless otherwise shown on the plans or approved by the Engineer. Laboratory-molded density requirement using the TGC may be waived when approved by the Engineer.

2. May be adjusted within the range of 35–100 gyrations when shown on the plans or specification or when mutually agreed between the Engineer and Contractor. Laboratory-molded density requirement using the SGC may be waived when approved by the Engineer.

- 4.4.1 **Job-Mix Formula Approval.** The job-mix formula (JMF) is the combined aggregate gradation, target laboratory-molded density (or Ndesign level), and target asphalt percentage used to establish target values for hot-mix production. JMF1 is the original laboratory mixture design used to produce the trial batch. When a compaction aid or foaming process is used, JMF1 may be designed and submitted to the Engineer without including the compaction aid or foaming process. When a compaction aid or foaming process is used, document the compaction aid or foaming process used and recommended rate on the JMF1 submittal. The Engineer and the Contractor will verify JMF1 based on plant-produced mixture from the trial batch unless otherwise approved. The Engineer may accept an existing mixture design previously used on a Department project and may waive the trial batch to verify JMF1. The Department may require the Contractor to reimburse the Department for verification tests if more than two trial batches per design are required.
- 4.4.2.1. **Contractor's Responsibilities.**
- 4.4.2.1.1. **Providing Gyrotory Compactor.** Use a TGC calibrated in accordance with [Tex-914-K](#) when electing or required to design the mixture in accordance with [Tex-204-E](#), Part I, for molding production samples. Furnish an SGC calibrated in accordance with [Tex-241-F](#) when electing or required to design the mixture in accordance with [Tex-204-F](#), Part IV, for molding production samples. Locate the SGC if used, at the Engineer's field laboratory or make the SGC available to the Engineer for use in molding production samples.
- 4.4.2.1.2. **Gyrotory Compactor Correlation Factors.** Use [Tex-206-F](#), Part II, to perform a gyrotory compactor correlation when the Engineer uses a different gyrotory compactor. Apply the correlation factor to all subsequent production test results.
- 4.4.2.1.3. **Submitting JMF1.** Furnish a mix design report (JMF1) with representative samples of all component materials and request approval to produce the trial batch. Provide approximately 25 lb. of the design mixture if opting to have the Department perform the Hamburg Wheel test on the laboratory mixture, and request that the Department perform the test. Provide approximately 60 lb. of the design mixture to perform the Overlay test.
- 4.4.2.1.4. **Supplying Aggregates.** Provide approximately 40 lb. of each aggregate stockpile unless otherwise directed.
- 4.4.2.1.5. **Supplying Asphalt.** Provide at least 1 gal. of the asphalt material and enough quantities of any additives proposed for use.
- 4.4.2.1.6. **Ignition Oven Correction Factors.** Determine the aggregate and asphalt correction factors from the ignition oven in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. Provide the Engineer with split samples of the mixtures before the trial batch production, including all additives (except water), and blank samples used to determine the correction factors for the ignition oven used for QA testing during production. Correction factors established from a previously approved mixture design may be used for the current mixture design if the mixture design and ignition oven are the same as previously used and the correction factors are not more than 12 mo. old, unless otherwise directed.
- 4.4.2.1.7. **Boil Test.** When shown on the plans, perform the test and retain the tested sample from [Tex-530-C](#) until completion of the project or as directed. Use this sample for comparison purposes during production.
- 4.4.2.1.8. **Trial Batch Production.** Provide a plant-produced trial batch upon receiving conditional approval of JMF1 and authorization to produce a trial batch, including the compaction aid or foaming process, if applicable, for verification testing of JMF1 and development of JMF2. Produce a trial batch mixture that meets the requirements in accordance with Table 8. The Engineer may accept test results from recent production of the same mixture instead of a new trial batch.

- 4.4.2.1.9. **Trial Batch Production Equipment.** Use only equipment and materials proposed for use on the project to produce the trial batch.
- 4.4.2.1.10. **Trial Batch Quantity.** Produce enough quantity of the trial batch to ensure that the mixture meets the specification requirements.
- 4.4.2.1.11. **Number of Trial Batches.** Produce trial batches as necessary to obtain a mixture that meets the specification requirements.
- 4.4.2.1.12. **Trial Batch Sampling.** Obtain a representative sample of the trial batch and split it into three equal portions in accordance with [Tex-222-F](#). Label these portions as “Contractor,” “Engineer,” and “Referee.” Deliver samples to the appropriate laboratory as directed.
- 4.4.2.1.13. **Trial Batch Testing.** Test the trial batch to ensure the mixture produced using the proposed JMF1 meets the mixture requirements in accordance with Table 8. Ensure the trial batch mixture is also in compliance with the requirements in accordance with Tables 6 and 7. Use a Department-approved laboratory listed on the MPL to perform the Hamburg Wheel test on the trial batch mixture or request that the Department perform the Hamburg Wheel test. Provide approximately 25 lb. of the trial batch mixture if opting to have the Department perform the Hamburg Wheel test, and request that the Department perform the test. Obtain and provide approximately 60 lb. of trial batch mixture in sealed containers, boxes, or bags labeled with the CSJ, mixture type, lot, and subplot number in accordance with [Tex-222-F](#) for the Overlay test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test and Overlay test results on the trial batch. Provide the Engineer with a copy of the trial batch test results.
- 4.4.2.1.14. **Development of JMF2.** Evaluate the trial batch test results after the Engineer grants full approval of JMF 1 based on results from the trial batch, determine the optimum mixture proportions, and submit as JMF 2. Adjust the asphalt binder content or gradation to achieve the specified target laboratory-molded density. The mixture produced using JMF2 must meet the requirements in accordance with Tables 6 and 7. Verify that JMF2 meets the operation tolerances of JMF 1 in accordance with Table 8.
- 4.4.2.1.15. **Mixture Production.** Use JMF2 to produce Lot 1 after receiving approval for JMF2 and a passing result from the Department’s or a Department-approved laboratory’s Hamburg Wheel test and the Department’s Overlay test on the trial batch. If desired, proceed to Lot 1 production, once JMF2 is approved, at the Contractor’s risk without receiving the results from either the Department’s Hamburg Wheel test or Overlay test on the trial batch.
- Notify the Engineer if electing to proceed without Hamburg Wheel test and Overlay test results from the trial batch. Note that the Engineer may require up to the entire subplot of any mixture failing the Hamburg Wheel test or Overlay test to be removed and replaced at the Contractor’s expense.
- 4.4.2.1.16. **Development of JMF3.** Evaluate the test results from Lot 1, determine the optimum mixture proportions, and submit as JMF3 for use in Lot 2.
- 4.4.2.1.17. **JMF Adjustments.** If JMF adjustments are necessary to achieve the specified requirements, make the adjustments before beginning a new lot. The adjusted JMF must:
- be provided to the Engineer in writing before the start of a new lot;
 - be numbered in sequence to the previous JMF;
 - meet the master gradation limits in accordance with Table 6; and
 - be within the operational tolerances of JMF2 in accordance with Table 8.
- 4.4.2.1.18. **Requesting Referee Testing.** Use referee testing, if needed, in accordance with Section 3081.4.9.1., “Referee Testing,” to resolve testing differences with the Engineer.

Table 8
Operational Tolerances

Description	Test Method	Allowable Difference between JMF2 and JMF1 Target ¹	Allowable Difference from Current JMF and JMF2 ²	Allowable Difference between Contractor and Engineer ³
Individual % retained for #8 sieve and larger	Tex-200-F or Tex-236-F	Must be Within Master Grading Limits in accordance with Table 6	±3.0 ^{4,5}	±5.0
Individual % retained for sieves smaller than #8 and larger than #200			±3.0 ^{4,5}	±3.0
% passing the #200 sieve			±2.0 ^{4,5}	±1.6
Asphalt binder content, % ⁶	Tex-236-F	±0.3	±0.3 ⁵	±0.3
Laboratory-molded density, %	Tex-207-F	±1.0	±1.0	±1.0
Laboratory-molded bulk specific gravity		N/A	N/A	±0.020
VMA, % Min	Tex-204-F	Note 7	Note 7	N/A
Theoretical Max specific (Rice) gravity	Tex-227-F	N/A	N/A	±0.020
Drain-down, %	Tex-235-F	Note 8	Note 8	N/A

1. JMF1 is the approved laboratory mixture design used for producing the trial batch. JMF2 is the approved mixture design developed from the trial batch used to produce Lot 1.
2. Current JMF is JMF3 or higher. JMF3 is the approved mix design used to produce Lot 2.
3. Contractor may request referee testing only when values exceed these tolerances.
4. When within these tolerances, mixture production gradations may fall outside the master grading limits; however, the % passing the #200 will be considered out of tolerance when outside the master grading limits.
5. Only applies to mixture produced for Lot 1 and higher.
6. Binder content is not allowed to be outside the limits in accordance with Table 6. May be obtained from asphalt meter readouts as determined by the Engineer.
7. Verify that Table 6 requirements are met.
8. Verify that Table 7 requirements are met.

4.4.2.2. **Engineer's Responsibilities.**

4.4.2.2.1. **Gyrotory Compactor.** For mixtures designed in accordance with [Tex-204-F](#), Part I, the Engineer will use a Department TGC, calibrated in accordance with [Tex-914-K](#), to mold samples for trial batch and production testing.

For mixtures designed in accordance with [Tex-204-F](#), Part IV, the Engineer will use a Department SGC, calibrated in accordance with [Tex-241-F](#), to mold samples for laboratory mixture design verification. For molding trial batch and production specimens, the Engineer will use the Contractor-provided SGC at the field laboratory or provide and use a Department SGC at an alternate location.

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

- the Contractor's mix design report (JMF1);
- the Department-provided Overlay test results;
- the Contractor-provided Hamburg Wheel test results;
- all required materials including aggregates, asphalt, and additives; and
- the mixture specifications.

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

Unless waived, the Engineer will determine the Micro-Deval abrasion loss in accordance with

Section 3081.2.1.1., "Micro-Deval Abrasion." If the Engineer's test results are pending after two working days, conditional approval of JMF1 will still be granted within two working days of receiving JMF1. When the Engineer's test results become available, they will be used for specification compliance.

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

4.4.2.2.3. **Hamburg Wheel and Overlay Testing of JMF1.** If the Contractor requests the option to have the Department perform the Hamburg Wheel test on the laboratory mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in Table 7. The Engineer will perform the Overlay test and mold samples in accordance with [Tex-248-F](#) to verify compliance with the Overlay test requirements in Table 7. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel and Overlay test results on the laboratory mixture design.

4.4.2.2.4. **Ignition Oven Correction Factors.** The Engineer will use the split samples provided by the Contractor to determine the aggregate and asphalt correction factors for the ignition oven used for QA testing during production in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old.

4.4.2.2.5. **Testing the Trial Batch.** Within one full working day, the Engineer will sample and test the trial batch to ensure that the mixture meets the requirements in accordance with Table 8. The Engineer will mold samples in accordance with [Tex-242-F](#) if the Contractor requests the option to have the Department perform the Hamburg Wheel test on the trial batch mixture to verify compliance with Hamburg Wheel test requirements in Table 7. The Engineer will mold samples for the Overlay test in accordance with [Tex-248-F](#) to verify compliance with the Overlay test requirement in Table 7.

The Engineer will have the option to perform [Tex-530-C](#) on the trial batch when shown on the plans. These results may be retained and used for comparison purposes during production.

4.4.2.2.6. **Full Approval of JMF1.** The Engineer will grant full approval of JMF1 and authorize the Contractor to proceed with developing JMF2 if the Engineer's results for the trial batch meet the requirements in accordance with Tables 6 and 7. The Engineer will notify the Contractor that an additional trial batch is required if the trial batch does not meet these requirements.

4.4.2.2.7. **Approval of JMF2.** The Engineer will approve JMF2 within one working day if the mixture meets the requirements in accordance with Table 6, 7, and 8.

4.4.2.2.8. **Approval of Lot 1 Production.** The Engineer will authorize the Contractor to proceed with Lot 1 production (using JMF2) as soon as a passing result is achieved from the Department's or a Department-approved laboratory's Hamburg Wheel test and the Department's Overlay test on the trial batch. The Contractor may proceed at its own risk with Lot 1 production without the results from the Hamburg Wheel test or Overlay test on the trial batch.

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

4.4.2.2.9. **Approval of JMF3 and Subsequent JMF Changes.** JMF3 and subsequent JMF changes are approved if they meet the master grading limits and asphalt binder content shown in Table 6 and are within the operational tolerances of JMF2 shown in accordance with Table 8.

4.5. **Production Operations.** Perform a new trial batch when the plant or plant location is changed. Take corrective action and receive approval to proceed after any production suspension for noncompliance to the specification.

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

4.5.2. **Mixing and Discharge of Materials.** Notify the Engineer of the target discharge temperature and produce the mixture within 25°F of the target. Monitor the temperature of the material in the truck before shipping to ensure that it does not exceed the maximum production temperatures in accordance with Table 9. The Department will not pay for or allow placement of any mixture produced above the maximum production temperatures listed in Table 9.

Table 9
Maximum Production Temperature

High-Temperature Binder Grade ¹	Max Production Temperature
PG 76	345°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.

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

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

Use equipment for hauling as defined in Section 3081.4.7.3.3., "Hauling Equipment." Use other hauling equipment only when allowed.

4.7. **Placement Operations.** Collect haul tickets from each load of mixture delivered to the project and provide the Department's copy to the Engineer approximately every hour, or as directed. Use a hand-held thermal camera or infrared thermometer, when a thermal imaging system is not used, to measure and record the internal temperature of the mixture as discharged from the truck or Material Transfer Device (MTD) before or as the mix enters the paver and an approximate station number or GPS coordinates on each ticket. Calculate the daily yield and cumulative yield for the specified lift and provide to the Engineer at the end of paving operations for each day unless otherwise directed. The Engineer may suspend production if the Contractor fails to produce and provide haul tickets and yield calculations by the end of paving operations for each day.

Prepare the surface by removing raised pavement markers and objectionable material such as moisture, dirt, sand, leaves, and other loose impediments from the surface before placing mixture. Remove vegetation from pavement edges. Place the mixture to meet the typical section requirements and produce a smooth, finished surface with a uniform appearance and texture. Place mixture so that longitudinal joints on the surface course coincide within 6-in. of lane lines and are not placed in the wheel path, or as directed, and offset longitudinal joints of successive courses of hot-mix by at least 6-in. Ensure that all finished surfaces will drain properly. Place the mixture at the rate or thickness shown on the plans. The Engineer will use the guidelines in Table 10 to determine the compacted lift thickness. The thickness determined is based on the rate of 110–115 lb. per square inch. for each inch of pavement unless otherwise shown on the plans.

Table 10
Compacted Lift Thickness

Mixture Type	Compacted Lift Thickness ¹	
	Min (in.)	Max (in.)
TOM-C	0.75	1.25
TOM-F	0.5	1.00

1. Compacted target lift thickness will be specified on the plans.

4.7.1. **Weather Conditions.**

4.7.1.1. **When Using a Thermal Imaging System.** The Contractor may pave any time the roadway is dry and the roadway surface temperature is at least 60°F unless otherwise approved or as shown on the plans; however, the Engineer may restrict the Contractor from paving surface mixtures if the ambient temperature is likely to drop below 32°F within 12 hr. of paving. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. Provide output data from the thermal imaging system to demonstrate to the Engineer that no recurring severe thermal segregation exists in accordance with Section 3081.4.7.3.1.2., "Thermal Imaging System."

Produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling

4.7.1.2. **When Not Using a Thermal Imaging System.** When using a thermal camera instead the thermal imaging system, place mixture when the roadway surface temperature is at or above 70°F unless otherwise approved or as shown on the plans. Measure the roadway surface temperature with a hand-held thermal camera or infrared thermometer. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. The Engineer may restrict the Contractor from paving if the air temperature is 70°F and falling.

Produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

4.7.2. **Tack Coat.**

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

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

4.7.3. **Lay-Down Operations.** Use the placement temperatures in accordance with Table 11 to establish the minimum placement temperature of mixture delivered to the paving operation.

Table 11
Minimum Mixture Placement Temperature

High-Temperature Binder Grade ¹	Min Placement Temperature (Before Entering Paving Operation) ^{2,3}
PG 76	280°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The mixture temperature must be measured using a hand-held thermal camera or infrared thermometer nearest to the point of entry of the paving operation.
3. Minimum placement temperatures may be reduced 10°F if using a compaction aid.

4.7.3.1. **Thermal Profile.** Use a hand-held thermal camera or a thermal imaging system to obtain a continuous thermal profile in accordance with [Tex-244-F](#).

4.7.3.1.1. **Thermal Segregation.**

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

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

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

The Engineer may suspend subsequent paving operations if the Contractor cannot successfully modify the paving process to eliminate recurring severe or moderate thermal segregation.

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

4.7.3.1.3. **Thermal Camera.** When using a thermal camera instead of the thermal imaging system, take immediate corrective action to eliminate recurring moderate thermal segregation when a hand-held thermal camera is used. Evaluate areas with moderate thermal segregation by performing water flow testing in accordance with [Tex-246-F](#) and verify the water flow is greater than 120 sec. Provide the Engineer with the thermal profile of every subplot within one working day of the completion of each lot. When requested by the Engineer, provide the electronic files generated using the thermal camera. Report the results of each thermal profile in accordance with Section 3081.4.2., "Reporting and Responsibilities." The Engineer will use a hand-held thermal camera to obtain a thermal profile at least once per project, unless the thermal imaging system is used. Suspend operations and take immediate corrective action to eliminate severe thermal segregation unless otherwise directed. Resume operations when the Engineer determines that subsequent production will meet the requirements of this Section. Evaluate areas with severe thermal segregation by performing water flow testing in accordance with [Tex-246-F](#) and verify the water flow is greater than 120 sec. Remove and replace the material in any areas that have both severe thermal segregation and a failing result for water flow test unless otherwise directed.

4.7.3.2. **Windrow Operations.** Operate windrow pickup equipment so that when hot-mix is placed in windrows, substantially all the mixture deposited on the roadbed is picked up and loaded into the paver.

4.7.3.3. **Hauling Equipment.** Use belly dumps, live bottom, or end dump trucks to haul and transfer mixture. End dump trucks are only allowed when used in conjunction with an MTD with remixing capability unless otherwise allowed.

4.7.3.4. **Screed Heaters.** Turn off screed heaters to prevent overheating of the mat if the paver stops for more than 5 min. The Engineer may evaluate the suspect area in accordance with Section 3081.4.9.3.1.1., "Recovered Asphalt Dynamic Shear Rheometer (DSR)," if the screed heater remains on for more than 5 min. while the paver is stopped.

4.8.

Compaction. Roll the freshly placed mixture with as many steel-wheeled rollers as necessary to ensure adequate compaction without excessive breakage of the aggregate and to provide a smooth surface and uniform texture. Operate each roller in static mode for TOM-F mixtures only. Do not use pneumatic-tire rollers. Use the control strip method given in accordance with [Tex-207-F](#), Part IV, to establish the rolling pattern. Thoroughly moisten the roller drums with a soap and water solution to prevent adhesion. Use only water or an approved release agent on rollers, tamps, and other compaction equipment unless otherwise directed.

Use tamps to thoroughly compact the edges of the pavement along curbs, headers, and similar structures and in locations that will not allow thorough compaction with rollers. The Engineer may require rolling with a trench roller on widened areas, in trenches, and in other limited areas.

Use [Tex-246-F](#) to measure water flow to verify the mixture is adequately compacted. Measure the water flow once per subplot at locations directed by the Engineer. Take additional water flow measurements when the minimum temperature of the uncompacted mat is below the temperature requirements in accordance with Table 12.

Table 12
Minimum Uncompacted Mat Temperature Requiring Additional Water Flow Measurements

High-Temperature Binder Grade ¹	Min Temperature of the Uncompacted Mat Allowed Before Initial Break Down Rolling ^{2,3}
PG 76	<270°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The surface of the uncompacted mat must be measured using a hand-held thermometer or infrared thermometer.
3. Minimum uncompacted mat temperature requiring a water flow measurement may be reduced 10°F if using a compaction aid.

Use [Tex-246-F](#) to measure water flow to verify the mixture is adequately compacted at confined longitudinal joints as directed by the Engineer.

The water flow rate should be greater than 120 sec. Investigate the cause of the water flow rate test failures and take corrective actions during production and placement to ensure the water flow rate is greater than 120 sec. Suspend production if two consecutive water flow rate tests fail unless otherwise approved. Resume production after the Engineer approves changes to production or placement methods.

Complete all compaction operations before the pavement temperature drops below 180°F unless otherwise allowed. The Engineer may allow compaction with a light finish roller operated in static mode for pavement temperatures below 180°F when approved.

Allow the compacted pavement to cool to 160°F or lower before opening to traffic unless otherwise directed. Sprinkle the finished mat with water or limewater, when directed, to expedite opening the roadway to traffic.

4.9.

Acceptance Plan. Sample and test the hot-mix asphalt on a lot and subplot basis.

4.9.1.

Referee Testing. The Materials and Tests Division is the referee laboratory. The Contractor may request referee testing if the differences between Contractor and Engineer test results exceed the maximum allowable difference in accordance with Table 8 and the differences cannot be resolved. The Contractor may also request referee testing if the Engineer's test results require suspension of production and the Contractor's test results are within specification limits. Make the request within five working days after receiving test results from the Engineer. Referee tests will be performed only on the subplot in question and only for the particular tests in question. Allow 10 working days from the time the referee laboratory receives the samples for test results to be reported. The Department may require the Contractor to reimburse the Department for referee tests if more than three referee tests per project are required and the Engineer's test results are closer to the referee test results than the Contractor's test results.

The Materials and Tests Division will determine the laboratory-molded density based on the molded specific gravity and the maximum theoretical specific gravity of the referee sample.

4.9.2. **Production Acceptance.**

4.9.2.1. **Production Lot.** A production lot consists of four equal sublots. The default quantity for Lot 1 is 500 ton; however, when requested by the Contractor, the Engineer may increase the quantity for Lot 1 to no more than 2,000 ton. The Engineer will select subsequent lot sizes based on the anticipated daily production such that approximately three to four sublots are produced each day. The lot size will be between 500 ton and 2,000 ton. The Engineer may change the lot size before the Contractor begins any lot.

4.9.2.1.1. **Incomplete Production Lots.** If a lot is begun but cannot be completed, such as on the last day of production or in other circumstances deemed appropriate, the Engineer may close the lot. Close all lots within five working days unless otherwise allowed.

4.9.2.2. **Production Sampling.**

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

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

4.9.2.2.1.2. **Blind Sample.** For one subplot per lot, the Engineer will obtain and test a “blind” sample instead of the random sample collected by the Contractor. Test either the “blind” or the random sample; however, referee testing (if applicable) will be based on a comparison of results from the “blind” sample. The location of the Engineer’s “blind” sample will not be disclosed to the Contractor. The Engineer’s “blind” sample may be randomly selected in accordance with [Tex-225-F](#) for any subplot or selected at the discretion of the Engineer. The Engineer will use the Contractor’s split sample for sublots not sampled by the Engineer.

4.9.2.2.2. **Informational Methylene Blue Testing.** During the project and at random, obtain and provide the Engineer with approximately 50 lb. of each fine aggregate and approximately 20 lb. of all mineral fillers used to produce the mixture. Label the samples with the Control Section Job (CSJ), mixture type, and approximate lot and subplot number corresponding to when the sample was taken. The Engineer will ship the samples to the Materials and Tests Division for Methylene Blue testing in accordance with [Tex-252-F](#). Results from these tests will not be used for specification compliance.

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

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

4.9.2.3. **Production Testing.** The Contractor and Engineer must perform production tests in accordance with Table 13. The Contractor has the option to verify the Engineer’s test results on split samples provided by the Engineer. Determine compliance with operational tolerances listed in accordance with Table 8 for all sublots. Take immediate corrective action if the Engineer’s laboratory-molded density on any subplot is less than 95.0% or greater than 98.0% when using the SGC or less than 96.5% or greater than 98.5% when using the TGC, to bring

the mixture within these tolerances. The Engineer may suspend operations if the Contractor's corrective actions do not produce acceptable results. The Engineer will allow production to resume when the proposed corrective action is likely to yield acceptable results.

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

Table 13
Production and Placement Testing Frequency

Description	Test Method	Min Contractor Testing	Min Engineer Testing
Individual % retained for #8 sieve and larger	Tex-200-F or Tex-236-F	1 per subplot	1 per 12 sublots ¹
Individual % retained for sieves smaller than #8 and larger than #200			
% passing the #200 sieve			
Laboratory-molded density	Tex-207-F	N/A	1 per subplot ¹
Laboratory-molded bulk specific gravity			
VMA			
Moisture content	Tex-212-F , Part II	When directed	
Theoretical maximum specific (Rice) gravity	Tex-227-F , Part II	N/A	1 per subplot ¹
Asphalt binder content ²	Tex-236-F , Part I	1 per subplot	1 per lot ¹
Overlay test ³	Tex-248-F	N/A	1 per project
Hamburg Wheel test	Tex-242-F	N/A	1 per project
Thermal profile	Tex-244-F	1 per subplot ^{4,5,6}	1 per project ⁵
Asphalt binder sampling and testing	Tex-500-C , Part II	1 per lot (sample only) ⁷	1 per project
Tack coat sampling and testing	Tex-500-C , Part III	N/A	1 per project
Boil test ⁸	Tex-530-C	1 per subplot ⁹	1 per project
Water flow	Tex-246-F		
Methylene blue test ¹⁰	Tex-252-F	1 per project (sample only)	1 per project

1. For production defined in Section 3081.4.9.4., "Exempt Production," the Engineer will test one per day if 100 ton or more are produced. For Exempt Production, no testing is required with less than 100 ton are produced.
2. May be obtained from asphalt flow meter readout as determined by the Engineer.
3. Testing performed by the Materials and Tests Division on sample obtained from Lot 2 or higher.
4. To be performed in the presence of the Engineer when a thermal camera is used, unless otherwise approved.
5. Not required when a thermal imaging system is used.
6. When using the thermal imaging system, the test report must include the temperature measurements taken in accordance with [Tex-244-F](#).
7. Obtain samples witnessed by the Engineer. The Engineer will retain these samples for 1 yr.
8. When shown on the plans.
9. To be performed in the presence of the Engineer, unless otherwise directed.
10. Testing performed by the Materials and Tests Division for informational purposes only.

4.9.2.4. **Operational Tolerances.** Control the production process within the operational tolerances in accordance with Table 8. When production is suspended, the Engineer will allow production to resume when test results or other information indicates the next mixture produced will be within the operational tolerances.

4.9.2.4.1. **Gradation.** Suspend operation and take corrective action if any aggregate is retained on the maximum sieve size in accordance with Table 6. A subplot is defined as out of tolerance if either the Engineer's or the Contractor's test results are out of operational tolerance. Suspend production when test results for gradation exceed the operational tolerances in accordance with Table 8 for three consecutive sublots on the same sieve or four consecutive sublots on any sieve unless otherwise directed. The consecutive sublots may be from more than one lot.

4.9.2.4.2. **Asphalt Binder Content.** A subplot is defined as out of operational tolerance if either the Engineer's or the Contractor's test results exceed the values in accordance with Table 8. Suspend production when two or

more sublots within a lot are out of operational tolerance or below the minimum asphalt binder content specified in accordance with Table 6 unless otherwise directed. Suspend production and shipment of mixture if the Engineer's or Contractor's asphalt binder content deviates from the current JMF by more than 0.5% for any subplot or is less than the minimum asphalt content allowed in accordance with Table 6.

- 4.9.2.4.3. **Voids in Mineral Aggregates (VMA).** The Engineer will determine the VMA for every subplot. For sublots when the Engineer does not determine asphalt binder content, the Engineer will use the asphalt binder content results from QC testing performed by the Contractor to determine VMA.

Take immediate corrective action if the VMA value for any subplot is less than the minimum VMA requirement for production in accordance with Table 6. Suspend production and shipment of the mixture if the Engineer's VMA results on two consecutive sublots are below the minimum VMA requirement for production in accordance with Table 6.

Suspend production and shipment of the mixture if the Engineer's VMA result is more than 0.5% below the minimum VMA requirement for production in accordance with Table 6. In addition to suspending production, the Engineer may require removal and replacement or may allow the subplot to be left in place without payment.

- 4.9.2.4.4. **Hamburg Wheel.** The Engineer may perform a Hamburg Wheel on plant produced mixture at any time during production. In addition to testing production samples, the Engineer may obtain cores and perform the Hamburg Wheel test on any area of the roadway where rutting is observed. Suspend production until further Hamburg Wheel meet the specified values when the production or core samples fail to meet the Hamburg Wheel criteria in accordance with Table 7. Core samples, if taken, will be obtained from the center of the finished mat or other areas excluding the vehicle wheel paths. The Engineer may require up to the entire subplot of any mixture failing the Hamburg Wheel to be removed and replaced at the Contractor's expense.

If the Department's or Department-approved laboratory's Hamburg Wheel test results in a "remove and replace" condition, the Contractor may request that the Department confirm the results by re-testing the failing material. The Materials and Tests Division will perform the Hamburg Wheel and determine the final disposition of the material in question based on the Department's test results.

- 4.9.2.5. **Individual Loads of Hot-Mix.** The Engineer can reject individual truckloads of hot-mix. When a load of hot-mix is rejected for reasons other than temperature, contamination, or excessive uncoated particles, the Contractor may request that the rejected load be tested. Make this request within 4 hr. of rejection. The Engineer will sample and test the mixture. If test results are within the operational tolerances in accordance with Table 8, payment will be made for the load. If test results are not within operational tolerances, no payment will be made for the load.

- 4.9.3. **Placement Acceptance.**

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

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

- 4.9.3.1.2. **Irregularities.** Identify and correct irregularities including segregation, rutting, raveling, flushing, fat spots, mat slippage, irregular color, irregular texture, roller marks, tears, gouges, streaks, uncoated aggregate particles, or broken aggregate particles. The Engineer may also identify irregularities, and in such cases, the Engineer will promptly notify the Contractor. The Engineer may require the Contractor to remove and replace (at the

Contractor's expense) areas of the pavement that contain irregularities if the Engineer determines that the irregularity will adversely affect pavement performance. The Engineer may also require the Contractor to remove and replace (at the Contractor's expense) areas where the mixture does not bond to the existing pavement.

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

4.9.4. **Exempt Production.** When the anticipated daily production is less than 100 ton, all QC and QA sampling and testing are waived. The Engineer may deem the mixture as exempt production for the following conditions:

- anticipated daily production is more than 100 ton but less than 250 ton;
- total production for the project is less than 2,500 ton;
- when mutually agreed between the Engineer and the Contractor; or
- when shown on the plans.

For exempt production, the Contractor is relieved of all production and placement sampling and testing requirements. All other specification requirements apply, and the Engineer will perform acceptance tests for production and placement in accordance with Table 13.

For exempt production:

- produce, haul, place, and compact the mixture as directed by the Engineer; and
- control mixture production to yield a laboratory-molded density that is within $\pm 1.0\%$ of the target density as tested by the Engineer.

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

5. MEASUREMENT

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

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

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

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3081.5.1., "TOM Hot-Mix Asphalt," will be paid for at the unit bid price for "Thin Overlay Mixture" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, removing pavement marking and markers, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3081.5.2., "Tack Coat," will be paid for at the unit bid price for "Tack Coat" of the tack coat provided. These prices are full compensation for materials, placement, equipment, labor, tools, and incidentals.

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

Payment adjustment for ride quality will be determined in accordance with Item 585, "Ride Quality for Pavement Surfaces."

Special Specification 3082

Thin Bonded Friction Courses



1. DESCRIPTION

Construct a hot-mix asphalt (HMA) surface course composed of a warm spray-applied polymer modified emulsion membrane followed immediately with a compacted permeable mixture of aggregate, asphalt binder, and additives mixed hot in a mixing plant.

2. MATERIALS

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

Notify the Engineer of all material sources and before changing any material source or formulation. The Engineer will verify that the specification requirements are met when the Contractor makes a source or formulation change, and may require a new laboratory mixture design, trial batch, or both. The Engineer may sample and test project materials at any time during the project to verify specification compliance in accordance with Item 6, "Control of Materials."

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

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

For sources not listed on the Department's BRSQC:

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

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

- 2.1.1.1. **Blending Class A and Class B Aggregates.** To prevent crushing of the Class B aggregate when blending, Class B aggregate may be blended with a Class A aggregate to meet requirements for Class A materials if the Department's BRSQC rated source soundness magnesium (RSSM) rating for the Class B aggregate is less than the Class A aggregate or if the RSSM rating for the Class B aggregate is less than or equal to 10%. Use the rated values for hot mix asphaltic concrete (HMAC) published in the BRSQC. When blending Class A and B aggregates to meet a Class A requirement, ensure that at least 50% by weight, or volume if required, of all the aggregates used in the mixture design retained on the No. 4 sieve comes from the Class A aggregate source, unless otherwise shown on the plans. Blend by volume if the bulk specific gravities of the Class A and B aggregates differ by more than 0.300. Class B aggregate may be disallowed when shown on the plans.

The Engineer may perform tests at any time during production, when the Contractor blends Class A and B aggregates to meet a Class A requirement, to ensure that at least 50% by weight, or volume if required, of the material retained on the No. 4 sieve comes from the Class A aggregate source. The Engineer will use the Department's mix design template, when electing to verify conformance, to calculate the percent of Class A aggregate retained on the No. 4 sieve by inputting the bin percentages shown from readouts in the control room at the time of production and stockpile gradations measured at the time of production. The Engineer may determine the gradations based on either washed or dry sieve analysis from samples obtained from individual aggregate cold feed bins or aggregate stockpiles. The Engineer may perform spot checks using the gradations supplied by the Contractor on the mixture design report as an input for the template; however, a failing spot check will require confirmation with a stockpile gradation determined by the Engineer.

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

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

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

where:

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

$RSSM$ = Rated Source Soundness Magnesium

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

$RSMD$ = Rated Source Micro-Deval

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

- 2.1.2. **Fine Aggregate.** Fine aggregates consist of manufactured sands and screenings. Fine aggregate stockpiles must meet the fine aggregate properties in accordance with Table 1 and the gradation requirements in accordance with Table 2. Supply fine aggregates that are free from organic impurities. The Engineer may test the fine aggregate in accordance with [Tex-408-A](#) to verify the material is free from organic impurities. Do not use field sand or other uncrushed fine aggregate. Use fine aggregate from coarse aggregate sources that meet the requirements shown in accordance with Table 1 unless otherwise approved.

Table 1
Coarse Aggregate Quality Requirements

Property	Test Method	Requirement
SAC	Tex-499-A (AQMP)	As shown on the plans
Deleterious material, %, Max	Tex-217-E, Part I	1.0
Decantation, %, Max	Tex-217-E, Part II	1.5
Micro-Deval abrasion, %	Tex-461-A	Note ¹
Los Angeles abrasion, %, Max	Tex-410-A	30
Magnesium sulfate soundness, 5 cycles, %, Max	Tex-411-A	20
Crushed face count ² , %, Min	Tex-460-A, Part I	95
Flat and elongated particles @ 5:1, %, Max	Tex-280-F	10
Fine Aggregate Properties		
Sand Equivalent, %, Min	Tex-203-F	45
Methylene Blue, mg/g, Max	Tex-252-F	10.0

- Used to estimate the magnesium sulfate soundness loss in accordance with section 3082.2.1.1.2., "Micro-Deval Abrasion."
- Only applies to crushed gravel.

Table 2
Gradation Requirements for Fine Aggregate

Sieve Size	% Passing by Weight or Volume
3/8"	100
#8	70–100
#200	0–30

- 2.2. **Mineral Filler.** Mineral filler consists of finely divided mineral matter such as agricultural lime, crusher fines, or hydrated lime. Fly ash is not allowed unless otherwise shown on the plans. Mineral filler is allowed unless otherwise shown on the plans. Use no more than 2% hydrated lime, unless otherwise shown on the plans. Test all mineral fillers except hydrated lime and fly ash in accordance with [Tex-252-F](#) to ensure specification compliance. The plans may require or disallow specific mineral fillers. Provide mineral filler, when used, that:
- is sufficiently dry, free-flowing, and free from clumps and foreign matter as determined by the Engineer;
 - does not exceed 3% linear shrinkage when tested in accordance with [Tex-107-E](#); and
 - meets the gradation requirements in accordance with Table 3, unless otherwise shown on the plans.

Table 3
Gradation Requirements for Mineral Filler

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

- 2.3. **Baghouse Fines.** Fines collected by the baghouse or other dust-collecting equipment may be reintroduced into the mixing drum.
- 2.4. **Asphalt Binder.** Furnish the type and grade of binder specified on the plans that meets the requirements of Item 300, "Asphalts, Oils, and Emulsions."
- 2.4.1. **Performance-Graded (PG) Binder.** Provide an asphalt binder with a high-temperature grade of PG 76 and low-temperature grade as shown on the plans in accordance with Section 300.2.10., "Performance-Graded Binders," when PG binder is specified.
- 2.4.2. **Asphalt-Rubber (A-R) Binder.** Provide A-R binder that meets the Type I or Type II requirements of Section 300.2.9., "Asphalt-Rubber Binders," when A-R is specified unless otherwise shown on the plans. Use at least 15.0% by weight of Crumb Rubber Modifier (CRM) that meets the Grade B or Grade C requirements of Section 300.2.7., "Crumb Rubber Modifier," unless otherwise shown on the plans. Provide the Engineer the A-R binder blend design with the mix design (JMF1) submittal. Provide the Engineer with documentation such as the bill of lading showing the quantity of CRM used in the project unless otherwise directed.
- 2.5. **Membrane.** Provide a smooth and homogeneous polymer modified emulsion meeting the requirements in accordance with Table 4.

Table 4
Polymer Modified Emulsion Requirements

Test on Emulsion	Test Method	Min	Max
Viscosity @ 77°F, SSF	T 72	20	100
Storage Stability, ¹ %	T 59		1
Demulsibility (for anionic emulsions), 35 mL of 0.02 N CaCl ₂ , %	T 59	55	
Demulsibility (for cationic emulsions), 35 mL 0.8% Sodium dioctyl sulfosuccinate, %	T 59	55	
Sieve Test, ² %	T 59		0.05
Distillation Test: ³			
Residue by distillation, % by wt.	T 59	63	0.5
Oil portion of distillate, % by vol.			
Test on Residue from Distillation	Test Method	Min	Max
Elastic Recovery @ 50°F, 50 mm/min., %	Tex-539-C	60	
Penetration @ 77°F, 100 g, 5 sec, 0.1 mm	T 49	100	150

1. After standing undisturbed for 24 hr., the surface must be smooth, must not exhibit a white or milky colored substance, and must be a homogeneous color throughout.
2. May be required by the Engineer only when the emulsion cannot be easily applied in the field.
3. The temperature on the lower thermometer should be brought slowly to 350°F ±10°F and maintained at this temperature for 20 min. The total distillation should be complete in 60 ±5 min. from the first application of heat.

2.6. **Additives.** Provide the Engineer with documentation such as the bill of lading showing the quantity of additives used in the project unless otherwise directed.

2.6.1. **Fibers.** Provide cellulose or mineral fibers when PG binder is specified. Do not use fibers when A-R binder is specified. Submit written certification to the Engineer that the fibers proposed for use meet the requirements of DMS-9204, "Fiber Additives for Bituminous Mixtures." Fibers may be pre-blended into the binder at the asphalt supply terminal unless otherwise shown on the plans.

2.6.2. **Lime Mineral Filler.** Add lime as mineral filler at a rate of 1.0% by weight of the total dry aggregate in accordance with Item 301, "Asphalt Antistripping Agents," unless otherwise shown on the plans or waived by the Engineer based on Hamburg Wheel test results. Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum.

2.6.3. **Lime and Liquid Antistripping Agent.** When lime or a liquid antistripping agent is used, add in accordance with Item 301, "Asphalt Antistripping Agents." Do not add lime directly into the mixing drum of any plant where lime is removed through the exhaust stream unless the plant has a baghouse or dust collection system that reintroduces the lime into the drum. Lime added as mineral filler will count towards the total quantity of lime specified when the plans require lime to be added as an antistripping agent.

2.6.4. **Compaction Aid.** Compaction Aid is defined as a Department-approved chemical warm mix additive denoted as "chemical additive" on the Department's material producer list (MPL) that is used to facilitate mixing and compaction of HMA.

Compaction aid is allowed for use on all projects. Compaction aid is required when shown on the plans or as required in Section 3082.4.7.1., "Weather Conditions."

Warm mix foaming processes, denoted as "foaming process" on the Department-approved MPL, may be used to facilitate mixing and compaction of HMA; however warm mix processes are not defined as a Compaction Aid.

2.7. **Recycled Materials.** Recycled materials are not allowed for use.

3. EQUIPMENT

Provide required or necessary equipment in accordance with Item 320, "Equipment for Asphalt Concrete Pavement." When A-R binder is specified, equip the hot-mix plant with an in-line viscosity-measuring device located between the blending unit and the mixing drum. Provide a means to calibrate the asphalt mass flow meter on-site when a meter is used.

- 3.1. **Placement Equipment.** Provide a paver that meets all the requirements listed below.
- 3.1.1. **Paver.** Furnish a paver that will spray the membrane, apply the PFC mixture, and level the surface of the mat in a single pass. Configure the paver so that the mixture is placed no more than 5 sec. after the membrane is applied. Ensure the paver does not support the weight of any portion of hauling equipment other than the connection. Provide loading equipment that does not transmit vibrations or other motions to the paver that adversely affects the finished pavement quality. Equip the paver with an automatic dual longitudinal-grade control system and an automatic transverse-grade control system.
- 3.1.1.1. **Tractor Unit.** Supply a tractor unit that can push or propel vehicles, dumping directly into the finishing machine to obtain the desired lines and grades to eliminate any hand finishing. Equip the unit with a hitch to maintain contact between the hauling equipment's rear wheels and the finishing machine's pusher rollers while mixture is unloaded.
- 3.1.1.2. **Membrane Storage Tank and Distribution System.** Equip the paver with an insulated storage tank with a minimum capacity of 900 gal. Provide a metered mechanical pressure sprayer on the paver to apply a uniform membrane at the specified rate. Locate the spray bar on the paver so that the membrane is applied immediately in front of the screed unit. Provide a read-out device on the paver to monitor the membrane application rate.
- Furnish a volumetric calibration and strap stick for the tank in accordance with [Tex-922-K](#), Part I, unless otherwise directed. Calibrate the tank within the previous 5 yr. of the date first used on the project. The Engineer may verify calibration accuracy in accordance with [Tex-922-K](#), Part II.
- 3.1.1.3. **Screed.** Provide a variable width vibratory screed that meets Item 320, "Equipment for Asphalt Concrete Pavement."
- 3.1.2. **Material Transfer Device (MTD).** Provide the specified type of MTD when shown on the plans. Ensure MTDs provide a continuous, uniform mixture flow to the asphalt paver.
- 3.1.3. **Rollers.** Provide steel-wheel rollers meeting the requirements of Item 210, "Rolling," except provide rollers weighing a minimum of 10 ton for each roller required. Operate rollers in static (non-vibrating) mode unless otherwise allowed.

4. CONSTRUCTION

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

- 4.1. **Certification.** Personnel certified by the Department-approved hot-mix asphalt certification program must conduct all mixture designs, sampling, and testing in accordance with Table 5. Supply the Engineer with a list of certified personnel and copies of their current certificates before beginning production and when personnel changes are made. Provide a mixture design developed and signed by a Level 2 certified specialist. Provide Level 1A certified specialists at the plant during production operations. Provide Level 1B certified specialists to conduct placement tests. Provide AGG101 certified specialists for aggregate testing.

Table 5
Test Methods, Test Responsibility, and Minimum Certification Levels

Test Description	Test Method	Contractor	Engineer	Level ¹
1. Aggregate Testing				
Sampling	Tex-221-F	✓	✓	1A/AGG101
Dry sieve	Tex-200-F , Part I	✓	✓	1A/AGG101
Washed sieve	Tex-200-F , Part II	✓	✓	1A/AGG101
Deleterious material	Tex-217-F , Parts I & III	✓	✓	AGG101
Decantation	Tex-217-F , Part II	✓	✓	AGG101
Los Angeles abrasion	Tex-410-A		✓	Department
Magnesium sulfate soundness	Tex-411-A		✓	Department
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Crushed face count	Tex-460-A	✓	✓	AGG101
Flat and elongated particles	Tex-280-F	✓	✓	AGG101
Methylene blue test	Tex-252-F		✓	Department
2. Asphalt Binder & Tack Coat Sampling				
Asphalt binder sampling	Tex-500-C , Part II	✓	✓	1A/1B
Membrane sampling	Tex-500-C , Part III	✓	✓	1A/1B
3. Mix Design & Verification				
Design and JMF changes	Tex-204-F	✓	✓	2
Mixing	Tex-205-F	✓	✓	2
Molding (SGC)	Tex-241-F	✓	✓	1A
Laboratory-molded density	Tex-207-F , Parts I, VI, & VIII	✓	✓	1A
Rice gravity	Tex-227-F , Part II	✓	✓	1A
Ignition oven correction factors ²	Tex-236-F , Part II	✓	✓	2
Drain-down	Tex-235-F	✓	✓	1A
Hamburg Wheel test	Tex-242-F	✓	✓	1A
Boil test ⁴	Tex-530-C	✓	✓	1A
Cantabro loss	Tex-245-F	✓	✓	1A
4. Production Testing				
Control charts	Tex-233-F	✓	✓	1A
Mixture sampling	Tex-222-F	✓	✓	1A/1B
Gradation & asphalt binder content ²	Tex-236-F , Part I	✓	✓	1A
Moisture content	Tex-212-F , Part II	✓	✓	1A/AGG101
Micro-Deval abrasion	Tex-461-A		✓	AGG101
Drain-down	Tex-235-F	✓	✓	1A
Boil test ⁴	Tex-530-C	✓	✓	1A
Abson recovery	Tex-211-F		✓	Department
5. Placement Testing				
Control charts	Tex-233-F	✓	✓	1A
Ride quality measurement	Tex-1001-S	✓	✓	Note 3
Thermal profile	Tex-244-F	✓	✓	1B
Water flow test	Tex-246-F	✓	✓	1B

1. Level 1A, 1B, AGG101, and 2 are certification levels provided by the Hot Mix Asphalt Center certification program.
2. Refer to Section 3082.4.5., "Production Operations," for exceptions to using an ignition oven.
3. Profiler and operator are required to be certified at the Texas A&M Transportation Institute facility when Surface Test Type B is specified.
4. When shown on the plans.

4.2.

Reporting and Responsibilities. Use Department-provided templates to record and calculate all test data, including mixture design, production and placement tests, control charts, and thermal profiles. Obtain the current version of the templates at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/forms/site-manager.html> or from the Engineer. The Engineer and the Contractor will provide any available test results to the other party when requested. The Contractor and Engineer must exchange test data within the maximum allowable time in accordance with Table 6 unless otherwise approved. The Engineer and the

Contractor will immediately report to the other party any test result that requires suspension of production or placement or that fails to meet the specification requirements. Record and electronically submit all test results and pertinent information on Department-provided templates.

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

Table 6
Reporting Schedule

Description	Reported By	Reported To	To Be Reported Within
Production Quality Control			
Gradation ¹	Contractor	Engineer	1 working day of completion of the subplot
Asphalt binder content ¹			
Laboratory-molded density ¹			
Moisture content ²			
Drain-down ¹			
Boil test ⁴			
Production Quality Assurance			
Gradation ²	Engineer	Contractor	1 working day of completion of the subplot
Asphalt binder content ²			
Laboratory-molded density ²			
Hamburg Wheel test ³			
Boil test ⁴			
Drain-down ²			
Binder tests ³			
Placement Quality Control			
Thermal profile ¹	Contractor	Engineer	1 working day of completion of the lot
Water flow ¹			
Membrane application rate ²			
Placement Quality Assurance			
Thermal profile ²	Engineer	Contractor	1 working day of completion of the lot
Aging ratio ³			
Water flow ²			
Membrane application rate ²			

1. These tests are required on every subplot.
2. To be performed at the frequency in accordance with Table 14 or as shown on the plans.
3. To be reported as soon as the results become available.
4. When shown on the plans

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

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

Submit a written QCP before the mandatory pre-paving meeting, when directed. Receive approval of the QCP before pre-paving meeting. Include the following items in the QCP:

- 4.3.1. **Project Personnel.** For project personnel, include:
- a list of individuals responsible for QC with authority to take corrective action;
 - current contact information for each individual listed; and
 - current copies of certification documents for individuals performing specified QC functions.
- 4.3.2. **Material Delivery and Storage.** For material delivery and storage, include:
- the sequence of material processing, delivery, and minimum quantities to assure continuous plant

operations;

- aggregate stockpiling procedures to avoid contamination and segregation;
- frequency, type, and timing of aggregate stockpile testing to assure conformance of material requirements before mixture production; and
- procedure for monitoring the quality and variability of asphalt binder.

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

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

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

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

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

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

4.4. **Mixture Design.**

4.4.1. **Design Requirements.** Use the design procedure provided in [Tex-204-F](#), unless otherwise shown on the plans. Design the mixture to meet the requirements in accordance with Tables 1, 2, 3, 7, 8, and 9. Use a Superpave Gyration Compactor (SGC) at 50 gyrations as the design number of gyrations (Ndesign).

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

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

- the combined aggregate gradation, source, specific gravity, and percent of each material used;
- the membrane application rate based on design volumetrics;
- results of all applicable tests;
- the mixing and molding temperatures;
- the signature of the Level 2 person or persons that performed the design;
- the date the mixture design was performed; and
- a unique identification number for the mixture design.

Table 7
Master Gradation Limits (% Passing by Weight or Volume)
and Laboratory Mixture Design Properties

Sieve Size	Permeable Friction Course		Thin Bonded Friction Course		
	Fine (PFC-F)	Coarse (PFC-C and PFCR-C)	Type A	Type B	Type C
3/4"	–	100.0 ¹	–	–	100 ¹
1/2"	100.0 ¹	80.0–100.0	–	100 ¹	75–100
3/8"	95.0–100.0	35.0–60.0	100 ¹	75–100	55–80
#4	20.0–55.0	1.0–20.0	35–55	22–36	22–36
#8	1.0–10.0	1.0–10.0	19–30	19–30	19–30
#16	–	–	14–25	14–24	14–24
#50	–	–	7–14	7–14	7–14
#200	1.0–4.0	1.0–4.0	4–6	4–6	4–6

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

Table 8
Mixture Design Properties

Mixture Property	Test Method	PG 76 Mixtures		A-R Mixtures	Thin Bonded Friction Course		
		Fine (PFC-F)	Coarse (PFC-C)	Coarse (PFCR-C)	Type A	Type B	Type C
Asphalt binder content, %	–	6.0–7.0	6.0–7.0	7.0–9.0	5.0–5.8	4.8–5.6	4.8–5.6
Film thickness, microns	–	–	–	–	9.0 Min	9.0 Min	9.0 Min
Design gyrations (Ndesign)	Tex-241-F	50	50	50	50	50	50
Laboratory-molded density, %	Tex-207-F	78.0 Max	82.0 Max	82.0 Max	92.0 Max	92.0 Max	92.0 Max
Hamburg Wheel test, ¹ passes at 12.5 mm rut depth	Tex-242-F	10,000 Min	Note 2	Note 2	Note 2	Note 2	Note 2
Drain-down, %	Tex-235-F	0.10 Max	0.10 Max	0.10 Max	0.10 Max	0.10 Max	0.10 Max
Fiber content, % by wt. of total PG 76 mixture	Calculated	0.20–0.50	0.20–0.50	–	–	–	–
Lime content, % by wt. of total aggregate	Calculated	1.0 ³	1.0 ³	–	Note 4	Note 4	Note 4
CRM content, % by wt. of A-R binder	Calculated	–	–	15.0 Min	–	–	–
Boil test ⁵	Tex-530-C	–	–	–	–	–	–
Cantabro loss, %	Tex-245-F	20.0 Max	20.0 Max	20.0 Max	20.0 Max	20.0 Max	20.0 Max

1. Mold test specimens to Ndesign at the optimum asphalt binder content.
2. No specification value is required unless otherwise shown on the plans.
3. Unless otherwise shown on the plans or waived by the Engineer based on Hamburg Wheel results.
4. Lime may be required when shown on the plans.
5. When shown on the plans. Used to establish baseline for comparison to production results.

4.4.2. **Job-Mix Formula Approval.** The job-mix formula (JMF) is the combined aggregate gradation, Ndesign level, and target asphalt percentage used to establish target values for hot-mix production. JMF1 is the original laboratory mixture design used to produce the trial batch. When a compaction aid or foaming process is used, JMF1 may be designed and submitted to the Engineer without including the compaction aid or foaming process. When a compaction aid or foaming process is used, document the compaction aid or foaming process used and recommended rate on the JMF1 submittal. The Engineer and the Contractor will verify JMF1 based on plant-produced mixture from the trial batch unless otherwise approved. The Engineer may accept an existing mixture design previously used on a Department project and may waive the trial batch to verify JMF1. The Department may require the Contractor to reimburse the Department for verification tests if more than two trial batches per design are required.

4.4.2.1. **Contractor's Responsibilities.**

4.4.2.1.1. **Providing Superpave Gyratory Compactor.** Furnish an SGC calibrated in accordance with [Tex-241-F](#) for molding production samples. Locate the SGC at the Engineer's field laboratory or make the SGC available to the Engineer for use in molding production samples.

4.4.2.1.2. **Gyratory Compactor Correlation Factors.** Use [Tex-206-F](#), Part II, to perform a gyratory compactor

correlation when the Engineer uses a different SGC. Apply the correlation factor to all subsequent production test results.

- 4.4.2.1.3. **Submitting JMF1.** Furnish a mix design report (JMF1) with representative samples of all component materials and request approval to produce the trial batch. Provide an additional 25 lb. of the design mixture if opting to have the Department perform the Hamburg Wheel test on the laboratory mixture when required in accordance with Table 8, and request that the Department perform the test.
- 4.4.2.1.4. **Supplying Aggregates.** Provide approximately 40 lb. of each aggregate stockpile unless otherwise directed.
- 4.4.2.1.5. **Supplying Asphalt.** Provide at least 1 gal. of the asphalt material and enough quantities of any additives proposed for use.
- 4.4.2.1.6. **Ignition Oven Correction Factors.** Determine the aggregate and asphalt correction factors from the ignition oven in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. Note that the asphalt content correction factor takes into account the percent fibers in the mixture so that the fibers are excluded from the binder content determination. Provide the Engineer with split samples of the mixtures before the trial batch production, including all additives (except water), and blank samples used to determine the correction factors for the ignition oven used for quality assurance testing during production. Correction factors established from a previously approved mixture design may be used for the current mixture design if the mixture design and ignition oven are the same as previously used and the correction factors are not more than 12 mo. old, unless otherwise directed.
- 4.4.2.1.7. **Boil Test.** When shown on the plans, perform the test and retain the tested sample from [Tex-530-C](#) until completion of the project or as directed. Use this sample for comparison purposes during production. Add lime or liquid antistripping agent as directed if signs of stripping exist.
- 4.4.2.1.8. **Trial Batch Production.** Provide a plant-produced trial batch upon receiving conditional approval of JMF1 and authorization to produce a trial batch, including the compaction aid or foaming process, if applicable, for verification testing of JMF1 and development of JMF2. Produce a trial batch mixture that meets the requirements in accordance with Table 9. The Engineer may accept test results from recent production of the same mixture instead of a new trial batch.
- 4.4.2.1.9. **Trial Batch Production Equipment.** Use only equipment and materials proposed for use on the project to produce the trial batch. Provide documentation to verify the calibration or accuracy of the asphalt mass flow meter to measure the binder content. Verify that asphalt mass flow meter meets the requirements of 0.4 % accuracy, when required, in accordance with Item 520, "Weighing and Measuring Equipment." The Engineer may require that the accuracy of the mass flow meter be verified based on quantities used.
- 4.4.2.1.10. **Trial Batch Quantity.** Produce enough quantity of the trial batch to ensure that the mixture meets the specification requirements.
- 4.4.2.1.11. **Number of Trial Batches.** Produce trial batches as necessary to obtain a mixture that meets the specification requirements.
- 4.4.2.1.12. **Trial Batch Sampling.** Obtain a representative sample of the trial batch and split it into three equal portions in accordance with [Tex-222-F](#). Label these portions as "Contractor," "Engineer," and "Referee." Deliver samples to the appropriate laboratory as directed.
- 4.4.2.1.13. **Trial Batch Testing.** Test the trial batch to ensure the mixture produced using the proposed JMF1 meets the mixture requirements in accordance with Table 9. Ensure the trial batch mixture is also in compliance with the requirements in accordance with Tables 7 and 8. Use a Department-approved laboratory listed on the MPL to perform the Hamburg Wheel test on the trial batch mixture or request that the Department perform the Hamburg Wheel test. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel test results on the trial batch. Provide the Engineer with a copy of the trial batch test results.
- 4.4.2.1.14. **Development of JMF2.** Evaluate the trial batch test results, determine the target mixture proportions, and

submit as JMF2 after the Engineer grants full approval of JMF1 based on results from the trial batch. Verify that JMF2 meets the mixture requirements in accordance with Table 9.

- 4.4.2.1.15. **Mixture Production.** After receiving approval for JMF2, use JMF2 to produce Lot 1.
- 4.4.2.1.16. **Development of JMF3.** Evaluate the test results from Lot 1, determine the optimum mixture proportions, and submit as JMF3 for use in Lot 2.
- 4.4.2.1.17. **JMF Adjustments.** If JMF adjustments are necessary to achieve the specified requirements, make the adjustments before beginning a new lot. The adjusted JMF must:
- be provided to the Engineer in writing before the start of a new lot;
 - be numbered in sequence to the previous JMF;
 - meet the master gradation limits in accordance with Table 7
 - meet the binder content limits in accordance with Table 8; and
 - be within the operational tolerances of JMF2 in accordance with Table 9.
- 4.4.2.1.18. **Requesting Referee Testing.** Use referee testing, if needed, in accordance with Section 3082.4.9.1., "Referee Testing," to resolve testing differences with the Engineer.

Table 9
Operational Tolerances

Test Description	Test Method	Allowable Difference between JMF2 and JMF1 Target ¹	Allowable Difference from Current JMF and JMF2 ²	Allowable Difference between Contractor and Engineer ³
Individual % retained for sieve sized larger than #200	Tex-200-F	Must be Within Master Grading Limits in accordance with Table 7	±3.0 ⁴	±5.0 ⁴
% passing the #200 sieve			±2.0 ⁴	±3.0 ⁴
Laboratory-molded density, %	Tex-207-F , Part VIII	±1.0	±1.0	±1.0
Asphalt binder content, %	Tex-236-F , Part I ⁵	±0.3 ^{6,7}	±0.3 ^{4,6,7}	±0.3 ^{6,7}
Drain-down, %	Tex-235-F	Note 8	Note 8	N/A
Boil test	Tex-530-C	Note 9	Note 9	N/A
Membrane application rate	Tex-247-F	±0.02	±0.02	N/A

1. JMF1 is the approved laboratory mixture design used for producing the trial batch. JMF2 is the approved mixture design developed from the trial batch used to produce Lot 1.
2. Current JMF is JMF3 or higher. JMF3 is the approved mixture design used to produce Lot 2.
3. Contractor may request referee testing only when values exceed these tolerances.
4. Only applies to mixture produced for Lot 1 and higher. Aggregate gradation is not allowed to be outside the limits in accordance with Table 7.
5. Ensure the binder content determination excludes fibers.
6. May be obtained from asphalt mass flow meter readouts as determined by the Engineer.
7. Binder content is not allowed to be outside the limits shown in Table 8.
8. Verify that Table 8 requirements are met.
9. When shown on the plans.

4.4.2.2. **Engineer's Responsibilities.**

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

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

- the Contractor's mix design report (JMF1);
- the Contractor-provided Hamburg Wheel test results, if applicable;
- all required materials including aggregates, asphalt, and additives; and
- the mixture specifications.

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

Unless waived, the Engineer will determine the Micro-Deval abrasion loss in accordance with

Section 3082.2.1.1.2., "Micro-Deval Abrasion." If the Engineer's test results are pending after two working days, conditional approval of JMF1 will still be granted within two working days of receiving JMF1. When the Engineer's test results become available, they will be used for specification compliance.

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

4.4.2.2.3. **Hamburg Wheel Testing.** At the Contractor's request, the Department will perform the Hamburg Wheel test on the laboratory mixture in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in accordance with Table 8. The Engineer will be allowed 10 working days to provide the Contractor with Hamburg Wheel results on the laboratory mixture design.

4.4.2.2.4. **Ignition Oven Correction Factors.** The Engineer will use the split samples provided by the Contractor to determine the aggregate and asphalt correction factors for the ignition oven used for quality assurance testing during production in accordance with [Tex-236-F](#), Part II. Provide correction factors that are not more than 12 mo. old. The Engineer will verify that the asphalt content correction factor takes into account the percent fibers in the mixture so that the fibers are excluded from the binder content determination.

4.4.2.2.5. **Testing the Trial Batch.** The Engineer will sample and test the trial batch within one full working day to ensure that the mixture meets the requirements in accordance with Table 9. If the Contractor requests the option to have the Department perform the Hamburg Wheel test on the trial batch mixture, the Engineer will mold samples in accordance with [Tex-242-F](#) to verify compliance with the Hamburg Wheel test requirement in accordance with Table 8.

The Engineer will have the option to perform [Tex-530-C](#) on the trial batch when shown on the plans. These results may be retained and used for comparison purposes during production.

4.4.2.2.6. **Full Approval of JMF1.** The Engineer will grant full approval of JMF1 and authorize the Contractor to proceed with developing JMF2 if the Engineer's results for the trial batch meet the requirements in accordance with Tables 7 and 8.

The Engineer will notify the Contractor that an additional trial batch is required if the trial batch does not meet these requirements.

4.4.2.2.7. **Approval of JMF2.** The Engineer will approve JMF2 within one working day if the mixture meets the requirements in accordance with Tables 7, 8, and 9.

4.4.2.2.8. **Approval of Lot 1 Production.** The Engineer will authorize the Contractor to proceed with Lot 1 production (using JMF2).

4.4.2.2.9. **Approval of JMF3 and Subsequent JMF Changes.** JMF3 and subsequent JMF changes are approved if they meet the master grading and asphalt binder content shown in accordance with Tables 7 and 8 and are within the operational tolerances of JMF2 in accordance with Table 9.

- 4.4.2.2.10. **Binder Content Adjustments.** For JMF2 and above, the Engineer may require the Contractor to adjust the target binder content by no more than 0.3% from the current JMF.
- 4.5. **Production Operations.** Perform a new trial batch when the plant or plant location is changed. Take corrective action and receive approval to proceed after any production suspension for noncompliance to the specification.
- 4.5.1. **Storage and Heating of Materials.** Do not heat the asphalt binder above the temperatures specified in Item 300, "Asphalts, Oils, and Emulsions," or outside the manufacturer's recommended values. Provide the Engineer with daily records of asphalt binder and hot-mix asphalt discharge temperatures (in legible and discernible increments) in accordance with Item 320, "Equipment for Asphalt Concrete Pavement," unless otherwise directed. Do not store mixture for a period long enough to affect the quality of the mixture, nor in any case longer than 12 hr. unless otherwise approved.
- 4.5.2. **Mixing and Discharge of Materials.** Notify the Engineer of the target discharge temperature and produce the mixture within 25°F of the target. Monitor the temperature of the material in the truck before shipping to ensure that it does not exceed the maximum production temperatures in accordance with Table 10. The Department will not pay for or allow placement of any mixture produced above the maximum production temperatures in accordance with Table 10.

Table 10
Maximum Production Temperature

High-Temperature Binder Grade ¹	Max Production Temperature
PG 76	345°F
A-R Binder	345°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.

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

- 4.6. **Hauling Operations.** Clean all truck beds before use to ensure that mixture is not contaminated. Use a release agent shown on the Department's MPL to coat the inside bed of the truck when necessary. Do not use diesel or any release agent not shown on the Department's MPL.
- Use equipment for hauling as defined in Section 3082.4.7.3.2., "Hauling Equipment." Use other hauling equipment only when allowed.
- 4.7. **Placement Operations.** Collect haul tickets from each load of mixture delivered to the project and provide the Department's copy to the Engineer approximately every hour, or as directed. Use a hand-held thermal camera or infrared thermometer, when a thermal imaging system is not used, to measure and record the internal temperature of the mixture as discharged from the truck or Material Transfer Device (MTD) before or as the mix enters the paver and an approximate station number or GPS coordinates on each ticket. Calculate the daily yield and cumulative yield for the specified lift and provide to the Engineer at the end of paving operations for each day unless otherwise directed. The Engineer may suspend production if the Contractor fails to produce and provide haul tickets and yield calculations by the end of paving operations for each day.

Prepare the surface by removing raised pavement markers and objectionable material such as moisture, dirt, sand, leaves, and other loose impediments from the surface before placing mixture. Remove vegetation from pavement edges. Do not allow any loose mixture onto the prepared surface before application of the membrane. Place the mixture to meet the typical section requirements and produce a smooth, finished surface with a uniform appearance and texture. Offset longitudinal joints of successive courses of hot-mix by at least 6 in. Place mixture so that longitudinal joints on the surface course coincide within 6-in. of lane lines and are not placed in the wheel path, or as directed, and offset longitudinal joints of successive courses of hot-mix by at least 6-in. Ensure that all finished surfaces will drain properly.

4.7.1. **Weather Conditions.**

4.7.1.1. **When Using a Thermal Imaging System.** The Contractor may pave any time the roadway is dry and the roadway surface temperature is at least 60°F unless otherwise approved or as shown on the plans; however, the Engineer may restrict the Contractor from paving if the ambient temperature is likely to drop below 32°F within 12 hr. of paving. Place mixtures when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. Provide output data from the thermal imaging system to demonstrate to the Engineer that no recurring severe thermal segregation exists in accordance with Section 3082.4.7.3.1.2., "Thermal Imaging System."

Produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

4.7.1.2. **When Not Using a Thermal Imaging System.** When using a thermal camera instead of the thermal imaging system, place mixture when the roadway surface temperature is at or above 70°F unless otherwise approved or as shown on the plans. Measure the roadway surface temperature with a hand-held thermal camera or infrared thermometer. Place mixtures only when weather conditions and moisture conditions of the roadway surface are suitable as determined by the Engineer. The Engineer may restrict the Contractor from paving if the air temperature is 60°F and falling.

Produce mixture with a target discharge temperature higher than 300°F and with a compaction aid to facilitate compaction when the air temperature is 70°F and falling.

4.7.2. **Application of Membrane.** Apply the membrane at the rates in accordance with Table 11 unless otherwise directed. Spray the membrane using a metered mechanical pressure spray bar at a temperature of 140°F to 180°F. Monitor the membrane application rate and make adjustments to the rate when directed. Verify that the spray bar is capable of applying the membrane at a uniform rate across the entire paving width. Apply adequate overlap of the tack coat in the longitudinal direction during placement of the mat to ensure bond of adjacent mats, unless otherwise directed. Unless otherwise directed, avoid tacking the vertical faces of adjacent PFC mats in the longitudinal direction to avoid restricting lateral drainage. Apply tack coat to all transverse joints. Do not let the wheels or other parts of the paving machine contact the freshly applied membrane. Do not dilute the membrane at the terminal, in the field, or at any other location before use. Do not allow any loose mixture onto the prepared surface before application of the membrane.

Table 11
Membrane Application Rate Limits, (Gal. per square yard)

Mix Type	Lift Thickness	Membrane Rate
Permeable Friction Course	1-1/2 in.	0.30–0.33
	1-1/4 in.	0.27–0.30
	1 in.	0.25–0.28
	3/4 in.	0.22–0.25
Thin Bonded Friction Course	3/4 in.	0.17–0.27
	5/8 in.	0.16–0.24
	1/2 in.	0.14–0.20

4.7.2.1. **Non-uniform Application of Membrane.** Stop application if it is not uniform due to streaking, ridging, pooling, or flowing off the roadway surface. Verify equipment condition including plugged nozzles on the spray bar, operating procedures, application temperature, and material properties. Determine and correct the cause of non-uniform application.

4.7.2.2. **Test Strips.** The Engineer may perform independent tests to confirm Contractor compliance and may require testing differences or failing results to be resolved before resuming production.

The Engineer may cease operations and require construction of test strips at the Contractor's expense if any of the following occurs:

- non-uniformity of application continues after corrective action;
- in three consecutive shots, application rate differs by more than 0.03 gal. per square yard from the rate

- directed; or
- any shot differs by more than 0.05 gal. per square yard from the rate directed.

The Engineer will approve the test strip location. The Engineer may require additional test strips until the membrane application meets specification requirements.

- 4.7.3. **Lay-Down Operations.** Use the placement temperature in accordance with Table 12 to establish the minimum placement temperature of the mixture delivered to the paving operation.

Table 12
Min Mixture Placement Temperature

High-Temperature Binder Grade ¹	Min Placement Temperature (Before Entering Paving Operation) ^{2,3}
PG 76	280°F
A-R Binder	280°F

1. The high-temperature binder grade refers to the high-temperature grade of the virgin asphalt binder used to produce the mixture.
2. The mixture temperature must be measured using a hand-held thermal camera or infrared thermometer nearest to the point of entry of the paving operation.
3. Minimum placement temperatures may be reduced 10°F if using a compaction aid.

- 4.7.3.1. **Thermal Profile.** Use a hand-held thermal camera or a thermal imaging system to obtain a continuous thermal profile in accordance with [Tex-244-F](#). Thermal profiles are not applicable in areas described in Section 3082.4.9.8., "Miscellaneous Areas."

- 4.7.3.1.1. **Thermal Segregation.**

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

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

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

The Engineer may suspend subsequent paving operations if the Contractor cannot successfully modify the paving process to eliminate recurring severe or moderate thermal segregation.

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

- 4.7.3.1.3. **Thermal Camera.** When using the thermal camera instead of the thermal imaging system, take immediate corrective action to eliminate recurring moderate thermal segregation when a hand-held thermal camera is used. Provide the Engineer with the thermal profile of every subplot within one working day of the completion of each lot. When requested by the Engineer, provide the electronic files generated using the thermal camera. Report the results of each thermal profile in accordance with Section 3082.4.2., "Reporting and Responsibilities." The Engineer will use a hand-held thermal camera to obtain a thermal profile at least once per project unless the thermal imaging system is used. Suspend operations and take immediate corrective action to eliminate severe thermal segregation unless otherwise directed. Resume operations when the Engineer determines that subsequent production will meet the requirements of this Section.

- 4.7.3.2. **Hauling Equipment.** Use live bottom or end dump trucks to haul and transfer mixture; however, with exception of paving miscellaneous areas, end dump trucks are only allowed when used in conjunction with an MTD with remixing capability or when a thermal imaging system is used unless otherwise allowed.

- 4.7.3.3. **Screed Heaters.** Turn off screed heaters to prevent overheating of the mat if the paver stops for more than 5 min. The Engineer may evaluate the suspect area in accordance with Section 3082.4.9.9., "Recovered

Asphalt Dynamic Shear Rheometer (DSR),” if the screed heater remains on for more than 5 min. while the paver is stopped.

- 4.8. **Compaction.** Roll the freshly placed mixture with as many steel-wheeled rollers as necessary, operated in static mode, to seat the mixture without excessive breakage of the aggregate and to provide a smooth surface and uniform texture. Do not use pneumatic rollers. Use the control strip method given in [Tex-207-F](#), Part IV, to establish the rolling pattern. Moisten the roller drums thoroughly with a soap and water solution to prevent adhesion. Use only water or an approved release agent on rollers, tamps, and other compaction equipment unless otherwise directed.

For PFC mixtures, use [Tex-246-F](#) to test and verify that the compacted mixture has adequate permeability. Measure the water flow once per subplot at locations directed by the Engineer. The water flow rate should be less than 20 sec. Investigate the cause of the water flow rate test failures and take corrective actions during production and placement to ensure the water flow rate is less than 20 sec. Suspend production if two consecutive water flow rate tests fail unless otherwise approved. Resume production after the Engineer approves changes to production or placement methods.

Complete all compaction operations before the pavement temperature drops below 180°F unless otherwise allowed. The Engineer may allow compaction with a light finish roller operated in static mode for pavement temperatures below 180°F.

Allow the compacted pavement to cool to 160°F or lower before opening to traffic unless otherwise directed. Sprinkle the finished mat with water or limewater, when directed, to expedite opening the roadway to traffic.

- 4.9. **Acceptance Plan.** Sample and test the hot-mix on a lot and subplot basis.
- 4.9.1. **Referee Testing.** The Materials and Tests Division is the referee laboratory. The Contractor may request referee testing if the differences between Contractor and Engineer test results exceed the operational tolerances in accordance with Table 9 and the differences cannot be resolved. The Contractor may also request referee testing if the Engineer’s test results require suspension of production and the Contractor’s test results are within specification limits. Make the request within five working days after receiving test results and cores from the Engineer. Referee tests will be performed only on the subplot in question and only for the particular tests in question. Allow 10 working days from the time the referee laboratory receives the samples for test results to be reported. The Department may require the Contractor to reimburse the Department for referee tests if more than three referee tests per project are required and the Engineer’s test results are closer to the referee test results than the Contractor’s test results.
- 4.9.2. **Production Acceptance.**
- 4.9.2.1. **Production Lot.** A production lot consists of four equal sublots. The default quantity for Lot 1 is 1,000 ton; however, when requested by the Contractor, the Engineer may increase the quantity for Lot 1 to no more than 2,000 ton. The Engineer will select subsequent lot sizes based on the anticipated daily production such that approximately three to four sublots are produced each day. The lot size will be between 1,000 ton and 4,000 ton. The Engineer may change the lot size before the Contractor begins any lot.
- 4.9.2.1.1. **Incomplete Production Lots.** If a lot is begun but cannot be completed, such as on the last day of production or in other circumstances deemed appropriate, the Engineer may close the lot. Close all lots within five working days unless otherwise allowed.
- 4.9.2.2. **Production Sampling.**
- 4.9.2.2.1. **Mixture Sampling.** Obtain hot-mix samples from trucks at the plant in accordance with [Tex-222-F](#). The sampler will split each sample into three equal portions in accordance with [Tex-200-F](#) and label these portions as “Contractor,” “Engineer,” and “Referee.” The Engineer will perform or witness the sample splitting and take immediate possession of the samples labeled “Engineer” and “Referee.” The Engineer will maintain the custody of the samples labeled “Engineer” and “Referee” until the Department’s testing is completed.

- 4.9.2.2.1.1. **Random Sample.** At the beginning of the project, the Engineer will select random numbers for all production sublots. Determine sample locations in accordance with [Tex-225-F](#). Take one sample for each subplot at the randomly selected location. The Engineer will perform or witness the sampling of production sublots.
- 4.9.2.2.1.2. **Blind Sample.** For one subplot per lot, the Engineer will obtain and test a “blind” sample instead of the random sample collected by the Contractor. Test either the “blind” or the random sample; however, referee testing (if applicable) will be based on a comparison of results from the “blind” sample. The location of the Engineer’s “blind” sample will not be disclosed to the Contractor. The Engineer’s “blind” sample may be randomly selected in accordance with [Tex-225-F](#) for any subplot or selected at the discretion of the Engineer. The Engineer will use the Contractor’s split sample for sublots not sampled by the Engineer.
- 4.9.2.2.2. **Informational Hamburg and Overlay Testing.** Select one random subplot from Lot 2 or higher for Hamburg and Overlay testing during the first week of production. Obtain and provide the Engineer with approximately 90 lb. of mixture, sampled in accordance with [Tex-222-F](#), in sealed containers, boxes, or bags labeled with the Control-Section-Job (CSJ), mixture type, lot, and subplot number. The Engineer will ship the mixture to the Materials and Tests Division for Hamburg and Overlay testing. Results from these tests will not be used for specification compliance.
- 4.9.2.2.3. **Asphalt Binder Sampling.** Obtain a 1-qt. (1 gal. for A-R binder) sample of the asphalt binder witness by the Engineer for each lot of mixture produced. The Contractor will notify the Engineer when the sampling will occur. Obtain the sample at approximately the same time the mixture random sample is obtained. Sample from a port located immediately upstream from the mixing drum or pug mill and upstream from the introduction of any additives in accordance with [Tex-500-C](#), Part II. Label the can with the corresponding lot and subplot numbers, producer, producer facility, grade, district, date sampled, and project information including highway and CSJ. The Engineer will retain these samples for one year. The Engineer may also obtain independent samples. If obtaining an independent asphalt binder sample and upon request of the Contractor, the Engineer will split a sample of the asphalt binder with the Contractor.

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

- 4.9.2.3. **Membrane Sampling.** The Engineer will obtain a 1-qt. sample of the polymer modified emulsion for each lot of mixture produced in accordance with [Tex-500-C](#), Part III. The Engineer will notify the Contractor when the sampling will occur and will witness the collection of the sample. Obtain the sample at approximately the same time the mixture random sample is obtained. Label the can with the corresponding lot and subplot numbers, producer, producer facility, grade, district, date sampled, and project information including highway and CSJ. The Engineer will retain these samples for two months.

At least once per project, the Engineer will collect split samples of the polymer modified emulsion. The Engineer will submit one split sample to the Materials and Tests Division to verify compliance with Item 300, “Asphalts, Oils, and Emulsions” and will retain the other split sample for two months. The Engineer may test as often as necessary to ensure the residual of the emulsion is greater than or equal to the specification requirement in Item 300, “Asphalts, Oils, and Emulsions.”

- 4.9.2. **Production Testing.** The Contractor and Engineer must perform production tests in accordance with Table 13. The Contractor has the option to verify the Engineer’s test results on split samples provided by the Engineer. Determine compliance with operational tolerances in accordance with Table 9 for all sublots.

At any time during production, the Engineer may require the Contractor to verify the following based on quantities used:

- lime content (within $\pm 0.1\%$ of JMF), when PG binder is specified;
- fiber content (within $\pm 0.03\%$ of JMF), when PG binder is specified; and
- CRM content (within $\pm 1.5\%$ of JMF), when A-R binder is specified.

Maintain the in-line measuring device when A-R binder is specified to verify the A-R binder viscosity between

2,500 and 4,000 centipoise at 350°F unless otherwise approved. Record A-R binder viscosity at least once per hour and provide the Engineer with a daily summary unless otherwise directed.

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

Table 13
Production and Placement Testing Frequency

Description	Test Method	Min Contractor Testing Frequency	Min Engineer Testing Frequency
Individual % retained for sieve sized larger than #200	Tex-200-F	1 per subplot	1 per 12 sublots
% passing the #200 sieve			
Laboratory-molded density, %	Tex-207-E , Part VIII	1 per subplot	1 per lot
Asphalt binder content ¹ , %	Tex-236-F , Part I ²	1 per subplot	1 per lot
Drain-down, %	Tex-235-F	1 per subplot	1 per 12 sublots
Boil test ³	Tex-530-C	1 per project	1 per project
Membrane application rate	Tex-247-F	1 per lot	1 per 12 sublots
Moisture content	Tex-212-F , Part II	When directed	1 per project
Cantabro loss, %	Tex-245-F	1 per project (sample only)	1 per project
Overlay test	Tex-248-F	1 per project (sample only) ¹⁰	1 per project ⁴
Hamburg Wheel test	Tex-242-F	1 per project (sample only) ¹⁰	1 per project ⁴
Water flow test ⁵	Tex-246-F	1 per subplot	1 per project
Asphalt binder sampling	Tex-500-C , Part II	1 per lot (sample only) ⁶	1 per project
Membrane sampling and testing	Tex-500-C , Part III	N/A	1 per project
Thermal profile	Tex-244-F	1 per subplot ^{7,8,9}	1 per project ⁸

1. May be obtained from asphalt mass flow meter readouts as determined by the Engineer.
2. Ensure the binder content determination excludes fibers.
3. When shown on the plans.
4. When required according to mixture type and requirements in accordance with Table 8.
5. Only required for PFC mixtures.
6. Obtain samples witness by the Engineer. The Engineer will retain these samples for 1 yr.
7. To be performed in the presence of the Engineer when using the thermal camera, unless otherwise approved.
8. Not required when a thermal imaging system is used.
9. When using the thermal imaging system, the test report must include the temperature measurements taken in accordance with [Tex-244-F](#).
10. Testing performed by the Materials and Tests Division for informational purposes only.

4.9.3.

Operational Tolerances. Control the production process within the operational tolerances in accordance with Table 9. Suspend production and placement operations when production or placement test results exceed the tolerances in accordance with Table 9 unless otherwise allowed. The Engineer will allow suspended production to resume when test results or other information indicates the next mixture produced will be within the operational tolerances.

- 4.9.4. **Individual Loads of Hot-Mix.** The Engineer can reject individual truckloads of hot-mix. When a load of hot-mix is rejected for reasons other than temperature, contamination, or excessive uncoated particles, the Contractor may request that the rejected load be tested. Make this request within 4 hr. of rejection. The Engineer will sample and test the mixture. If test results are within the operational tolerances in accordance with Table 9, payment will be made for the load. If test results are not within operational tolerances, no payment will be made for the load.
- 4.9.5. **Placement Acceptance.**
- 4.9.6. **Placement Lot.** A placement lot consists of four placement sublots. A placement subplot consists of the area placed during a production subplot.
- 4.9.7. **Miscellaneous Areas.** Miscellaneous areas include areas that typically involve significant handwork or discontinuous paving operations such as driveways, mailbox turnouts, crossovers, gores, spot level-up areas, and other similar areas. The specified layer thickness is based on the rate of 90 lb. per square yard for each inch of pavement unless another rate is shown on the plans. Miscellaneous areas are not subject to thermal profiles testing.
- 4.9.8. **Recovered Asphalt Dynamic Shear Rheometer (DSR).** The Engineer may take production samples or cores from suspect areas of the project to determine recovered asphalt properties. Asphalt binders with an aging ratio greater than 3.5 do not meet the requirements for recovered asphalt properties and may be deemed defective when tested and evaluated by the Materials and Tests Division. The aging ratio is the DSR value of the extracted binder divided by the DSR value of the original unaged binder. Obtain DSR values in accordance with AASHTO T 315 at the specified high temperature performance grade of the asphalt. The Engineer may require removal and replacement of the defective material at the Contractor's expense. The asphalt binder will be recovered for testing from production samples or cores in accordance with [Tex-211-F](#).
- 4.9.9. **Irregularities.** Identify and correct irregularities including segregation, rutting, raveling, flushing, fat spots, mat slippage, irregular color, irregular texture, roller marks, tears, gouges, streaks, uncoated aggregate particles, or broken aggregate particles. The Engineer may also identify irregularities, and in such cases, the Engineer will promptly notify the Contractor. If the Engineer determines that the irregularity will adversely affect pavement performance, the Engineer may require the Contractor to remove and replace (at the Contractor's expense) areas of the pavement that contain irregularities. The Engineer may also require the Contractor to remove and replace (at the Contractor's expense) areas where the mixture does not bond to the existing pavement.
- If irregularities are detected, the Engineer may require the Contractor to immediately suspend operations or may allow the Contractor to continue operations for no more than one day while the Contractor is taking appropriate corrective action.
- 4.9.10. **Exempt Production.** When the anticipated daily production is less than 100 ton, all QC and QA sampling and testing are waived. The Engineer may deem the mixture as exempt production for the following conditions:
- anticipated daily production is more than 100 ton but less than 250 ton;
 - total production for the project is less than 2,500 ton;
 - when mutually agreed between the Engineer and the Contractor; or
 - when shown on the plans.
- For exempt production, the Contractor is relieved of all production and placement sampling and testing requirements. All other specification requirements apply, and the Engineer will perform acceptance tests for production and placement in accordance with Table 13.
- For exempt production:
- produce, haul, place, and compact the mixture as directed by the Engineer; and
 - control mixture production to yield a laboratory-molded density that is within $\pm 1.0\%$ of the target density as tested by the Engineer.

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

5. MEASUREMENT

- 5.1. **PFC Hot-Mix Asphalt.** Permeable friction course (PFC) hot-mix will be measured by the ton of composite mixture, which includes asphalt, aggregate, and additives. Measure the weight on scales in accordance with Item 520, "Weighing and Measuring Equipment."
- 5.2. **TBFC Hot-Mix Asphalt.** Thin bonded friction course (TBFC) hot-mix will be measured by the ton of composite mixture, which includes asphalt, aggregate, and additives. Measure the weight on scales in accordance with Item 520, "Weighing and Measuring Equipment."
- 5.3. **Membrane.** Membrane material will be measured by volume. Membrane material will be measured at the applied temperature by strapping the tank before and after road application and determining the net volume in gallons from the distributor's calibrated strap stick. The Engineer will witness all operations for volume determination. All membrane will be measured by the gallon applied, in the accepted membrane.

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3082.5.1., "PFC Hot-Mix Asphalt," will be paid for at the unit bid price for "Permeable friction course" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, removing pavement marking and markers, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3082.5.2., "TBFC Hot-Mix Asphalt," will be paid for at the unit bid price for "Thin bonded friction course" of the mixture type, SAC, and binder specified. These prices are full compensation for surface preparation, removing pavement marking and markers, materials, placement, equipment, labor, tools, and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under Section 3082.5.3., "Membrane," will be paid for at the unit bid price for "Membrane" of the membrane material provided. These prices are full compensation for materials, placement, equipment, labor, tools, and incidentals.

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

Payment adjustment for ride quality will be determined in accordance with Item 585, "Ride Quality for Pavement Surfaces."

Special Specification 3084

Bonding Course

1. DESCRIPTION

Construct a bonding course where improved bonding is needed using a Tracking-Resistant Asphalt Interlayer (TRAIL) or a Spray Applied Underseal Membrane, applied before the placement of a new hot-mix asphalt concrete pavement.

2. MATERIALS

2.1. Furnish the materials for one of the following two options:

2.1.1. **TRAIL.** Furnish asphalt material described as “tack” for typical use in the TRAIL Material Producer List. Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.

2.1.2. **Spray Applied Underseal Membrane.** Furnish asphalt material meeting the requirements of Special Specification 3002, “Spray Applied Underseal Membrane.” Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.

2.2. Furnish the material for applying tack coat to all miscellaneous contact surfaces when approved by the Engineer:

2.2.1. **Miscellaneous Tack.** Furnish TRAIL asphalt, CSS-1H, SS-1H, or a PG binder with a minimum high-temperature of PG 58 for tack coat binder in accordance with Item 300, “Asphalts, Oils, and Emulsions.” Do not dilute emulsified asphalts at the terminal, in the field, or at any other location before use.

2.3. **Sampling.** The Engineer will witness the collection of at least one sample of each asphalt binder per project in accordance with Tex-500-C, Part III, and test it to verify compliance with Item 300, “Asphalts, Oils, and Emulsions” or Special Specification 3002, “Spray Applied Underseal Membrane.”

3. EQUIPMENT

3.1. **TRAIL.** Provide the equipment recommended by the producer.

3.2. **Spray Applied Underseal Membrane.** Provide in accordance with Special Specification 3002, “Spray Applied Underseal Membrane.”

4. CONSTRUCTION

4.1. **Preparation.** Remove existing raised pavement markers. Repair any damage incurred by removal as directed. Remove dirt, dust, or other harmful material before sealing. When shown on the plans, remove vegetation and blade pavement edges. When approved by the Engineer, apply a thin, uniform coating of Miscellaneous Tack to all miscellaneous contact surfaces such as curbs, structures, and manholes. Prevent splattering of the tack coat when placed adjacent to curb, gutter, and structures.

4.2. **Test Strips.** When required by the Engineer, perform a test strip of TRAIL at a location on or near the project as directed. Allow the strip to cure for a maximum of 30 min. Drive over the test strip with equipment used during laid-down construction to simulate the effect of paving equipment. There should be no evidence of tracking or picking up of the TRAIL material on the wheels of the equipment.

- 4.3. **TRAIL.** Perform the following construction methods when applying a TRAIL for a bonding course:
- 4.3.1. **Placement.** Uniformly apply the TRAIL material to all areas where mix will be placed, including joints, at the rate shown on the plans or as directed, within 15°F of the approved temperature, and not above the maximum allowable temperature. Unless otherwise directed, uniformly apply the TRAIL material at a minimum rate specified on the plans. The Engineer may adjust the application rate, taking into consideration the existing pavement surface conditions.
- 4.4. **Spray Applied Underseal Membrane.** Place in accordance with Special Specification 3002, "Spray Applied Underseal Membrane."
- 4.4.1. **Placement.** Do not allow any loose mixture onto the prepared surface before application of the membrane. Unless otherwise directed, uniformly apply the membrane to all areas where mix will be placed, including joints, at the rate shown on the plans. Unless otherwise directed, uniformly apply the membrane at the minimum rate specified on the plans. The Engineer may adjust the application rate, taking into consideration the existing pavement surface conditions.
- 4.5. **Informational Shear Test.** Obtain one set of full depth core specimens per project in accordance with Tex-249-F within one working day of the time the lot placement is completed. The Engineer will select the core locations. Provide the cores to the Engineer in a container labeled with the Control-Section-Job (CSJ) and lot number. The district will determine the shear bond strength between the two bonded pavement layers in accordance with Tex-249-F. Results from these tests will not be used for specification compliance.
- 4.6. **Quality Control.** Stop application if it is not uniform due to streaking, ridging, pooling, or flowing off the roadway surface. Verify equipment condition, operating procedures, application temperature, and material properties. Determine and correct the cause of non-uniform application.

The Engineer may perform independent tests to confirm contractor compliance and may require testing differences or failing results to be resolved before resuming production.

The Engineer may stop the application and require construction of test strips at the Contractor's expense if any of the following occurs:

- Non-uniformity of application continues after corrective action;
- Evidence of tracking or picking up of the TRAIL;
- In 3 consecutive shots, application rate differs by more than 0.02 gal. per square yard from the rate directed; or
- Any shot differs by more than 0.04 gal. per square yard from the rate directed.

The Engineer will approve the test strip location. The Engineer may require additional test strips until surface treatment application meets specification requirements.

5. MEASUREMENT

- 5.1. **Volume.** The asphalt material, including all components, will be measured at the applied temperature by strapping the tank before and after road application and determining the net volume from the calibrated distributor. The Engineer will witness all strapping operations for volume determination. All asphalt material, including emulsions, will be measured by the gallon applied.

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

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit bid price for "Bonding Course." These prices are full compensation

for all materials, Miscellaneous Tack used for miscellaneous contact surfaces, equipment, labor, tools, and incidentals necessary to complete the work.

Special Specification 3096

Asphalts, Oils, and Emulsions



1. DESCRIPTION

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

2. MATERIALS

Provide asphalt materials that meet the stated requirements when tested in conformance with the referenced Department, AASHTO, and ASTM test methods. Use asphalt containing recycled materials only if the recycled components meet the requirements of Article 6.9., "Recycled Materials." Provide asphalt materials that the Department has preapproved for use in accordance with [Tex-545-C](#), "Asphalt Binder Quality Program."

Inform the Department of all additives or modifiers included in the asphalt binder as part of the facility quality plan, as required by [Tex-545-C](#), "Asphalt Binder Quality Program," and provide that information to Department personnel. The Department reserves the right to prohibit the use of any asphalt additive or modifier.

Limit the use of polyphosphoric acid to no more than 0.5% by weight of the asphalt binder.

The use of re-refined engine oil bottoms is prohibited.

Acronyms used in this Item are defined in Table 1.

Table 1
Acronyms

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

2.1.

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

Table 2
Asphalt Cement

Property	Test Procedure	Viscosity Grade									
		AC-0.6		AC-1.5		AC-3		AC-5		AC-10	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity 140°F, poise 275°F, poise	T 202	40	80	100	200	250	350	400	600	800	1,200
		0.4	–	0.7	–	1.1	–	1.4	–	1.9	–
Penetration, 77°F, 100g, 5 sec.	T 49	350	–	250	–	210	–	135	–	85	–
Flash point, C.O.C., °F	T 48	425	–	425	–	425	–	425	–	450	–
Solubility in trichloroethylene, %	T 44	99.0	–	99.0	–	99.0	–	99.0	–	99.0	–
Spot test	Tex-509-C	Neg.		Neg.		Neg.		Neg.		Neg.	
Tests on residue from RTFOT: Viscosity, 140°F, poise Ductility, ¹ 77°F 5 cm/min., cm	T 240										
	T 202	–	180	–	450	–	900	–	1,500	–	3,000
	T 51	100	–	100	–	100	–	100	–	100	–

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

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

Table 3
Polymer-Modified Asphalt Cement

Property	Test Procedure	Polymer-Modified Viscosity Grade											
		AC-12-5TR		NT-HA ¹		AC-15P		AC-20XP		AC-10-2TR		AC-20-5TR	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Polymer		TR		-		SBS		SBS		TR		TR	
Polymer content, % (solids basis)	Tex-533-C or Tex-553-C	5.0	-	-	-	3.0	-	-	-	2.0	-	5.0	-
Dynamic shear, G*/sinδ, 82°C, 10 rad/s, kPa	T 315			1.0	-								
Dynamic shear, G*/sinδ, 64°C, 10 rad/s, kPa	T 315	-	-	-	-	-	-	1.0	-	-	-	1.0	-
Dynamic shear, G*/sinδ, 58°C, 10 rad/s, kPa	T 315	1.0	-	-	-	-	-	-	-	1.0	-	-	-
Viscosity 140°F, poise	T 202	1,200	-			1,500	-	2,000	-	1,000	-	2,000	-
275°F, poise	T 202			-	4,000	-	8.0	-	-	-	8.0	-	10.0
Penetration, 77°F, 100 g, 5 sec.	T 49	110	150	-	25	100	150	75	115	95	130	75	115
Ductility, 5cm/min., 39.2°F, cm	T 51					-	-	-	-	-	-	-	-
Elastic recovery, 50°F, %	Tex-539-C	55	-			55	-	55	-	30	-	55	-
Softening point, °F	T 53	113	-	170	-	-	-	120	-	110	-	120	-
Polymer separation, 5 hr.	Tex-540-C	None				None		None		None		None	
Flash point, C.O.C., °F	T 48	425	-	425	-	425	-	425	-	425	-	425	-
Tests on residue from RTFOT aging and pressure aging:	T 240 and R 28												
Creep stiffness S, -18°C, MPa	T 313	-	300	-	-	-	300	-	300	-	300	-	300
m-value, -18°C		0.300	-	-	-	0.300	-	0.300	-	0.300	-	0.300	-

1. Non-Tracking Hot Applied Tack Coat - TRAIL product

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

Table 4
Rapid-Curing Cutback Asphalt

Property	Test Procedure	Type-Grade					
		RC-250		RC-800		RC-3000	
		Min	Max	Min	Max	Min	Max
Kinematic viscosity, 140°F, cSt	T 201	250	400	800	1,600	3,000	6,000
Water, %	D95	–	0.2	–	0.2	–	0.2
Flash point, T.O.C., °F	T 79	80	–	80	–	80	–
Distillation test:	T 78						
Distillate, percentage by volume of total distillate to 680°F							
to 437°F		40	75	35	70	20	55
to 500°F		65	90	55	85	45	75
to 600°F		85	–	80	–	70	–
Residue from distillation, volume %		70	–	75	–	82	–
Tests on distillation residue:							
Viscosity, 140°F, poise	T 202	600	2,400	600	2,400	600	2,400
Ductility, 5 cm/min., 77°F, cm	T 51	100	–	100	–	100	–
Solubility in trichloroethylene, %	T 44	99.0	–	99.0	–	99.0	–
Spot test	Tex-509-C	Neg.		Neg.		Neg.	

Table 5
Medium-Curing Cutback Asphalt

Property	Test Procedure	Type-Grade							
		MC-30		MC-250		MC-800		MC-3000	
		Min	Max	Min	Max	Min	Max	Min	Max
Kinematic viscosity, 140°F, cSt	T 201	30	60	250	500	800	1,600	3,000	6,000
Water, %	D95	–	0.2	–	0.2	–	0.2	–	0.2
Flash point, T.O.C., °F	T 79	95	–	122	–	140	–	149	–
Distillation test:	T 78								
Distillate, percentage by volume of total distillate to 680°F									
to 437°F		–	35	–	20	–	–	–	–
to 500°F		30	75	5	55	–	40	–	15
to 600°F		75	95	60	90	45	85	15	75
Residue from distillation, volume %		50	–	67	–	75	–	80	–
Tests on distillation residue:									
Viscosity, 140°F, poise	T 202	300	1,200	300	1,200	300	1,200	300	1,200
Ductility, 5 cm/min., 77°F, cm	T 51	100	–	100	–	100	–	100	–
Solubility in trichloroethylene, %	T 44	99.0	–	99.0	–	99.0	–	99.0	–
Spot test	Tex-509-C	Neg.		Neg.		Neg.		Neg.	

Table 6
Special-Use Cutback Asphalt

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

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

Table 7
Emulsified Asphalt

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

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

Table 8
Cationic Emulsified Asphalt

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

Table 9
Polymer-Modified Emulsified Asphalt

Property	Test Procedure	Type-Grade									
		Rapid-Setting		Medium-Setting				Slow-Setting			
		HFRS-2P		AES-150P		AES-300P		AES-300S		SS-1P	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	-	-	75	400	75	400	75	400	30	100
Sieve test, %	T 59	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1
Miscibility	T 59	-		-		-		-		Pass	
Coating ability and water resistance: Dry aggregate/after spray Wet aggregate/after spray	T 59	-		Good/Fair Fair/Fair		Good/Fair Fair/Fair		Good/Fair Fair/Fair		-	
Demulsibility, 35 mL of 0.02 N CaCl ₂ , %	T 59	50	-	-	-	-	-	-	-	-	-
Storage stability, 1 day, %	T 59	-	1	-	1	-	1	-	1	-	1
Breaking index, g	Tex-542-C	-	-								
Distillation test: ¹ Residue by distillation, % by wt. Oil distillate, % by volume of emulsion	T 59	65	-	65	-	65	-	65	-	60	-
		-	0.5	-	3	-	5	-	7	-	0.5
Tests on residue from distillation: Polymer content, wt. % (solids basis)	Tex-533-C	3.0	-	-	-	-	-	-	-	3.0	-
Penetration, 77°F, 100 g, 5 sec.	T 49	90	140	150	300	300	-	300	-	100	140
Solubility in trichloroethylene, %	T 44	97.0	-	97.0	-	97.0	-	97.0	-	97.0	-
Viscosity, 140°F, poise	T 202	1,500	-	-	-	-	-	-	-	1,300	-
Float test, 140°F, sec	T 50	1,200	-	1,200	-	1,200	-	1,200	-	-	-
Ductility, ² 39.2°F, 5 cm/min., cm	T 51	50	-	-	-	-	-	-	-	50	-
Elastic recovery, 2 50°F, %	Tex-539-C	55	-	-	-	-	-	-	-	-	-
Tests on RTFO curing of distillation residue Elastic recovery, 50°F, %	T 240 Tex-536-C	-	-	50	-	50	-	30	-	-	-

1. Exception to T 59: Bring the temperature on the lower thermometer slowly to 350°F ±10°F. Maintain at this temperature for 20 min. Complete total distillation in 60 min. (±5 min.) from the first application of heat.

2. HFRS-2P must meet one of either the ductility or elastic recovery requirements.

Table 10
Polymer-Modified Cationic Emulsified Asphalt

Property	Test Procedure	Type-Grade											
		Rapid-Setting						Medium-Setting				Slow-Setting	
		CRS-2P		CHFRS-2P		CRS-2TR		CMS-1P ³		CMS-2P ³		CSS 1P	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	-	-	-	-	-	-	10	100	-	-	20	100
		150	400	100	400	150	500	-	-	50	400	-	-
Sieve test, %	T 59	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1
Demulsibility, 35 ml of 0.8% sodium dioctyl sulfosuccinate, %	T 59	70	-	60	-	40	-	-	-	-	-	-	-
Storage stability, 1 day, %	T 59	-	1	-	1	-	1	-	1	-	1	-	1
Breaking index, g	Tex-542-C	-	-	-	-	-	-	-	-	-	-	-	-
Particle charge	T 59	Positive		Positive		Positive		Positive		Positive		Positive	
Distillation test ¹ :	T 59												
Residue by distillation, % by weight		65	-	65	-	65	-	30	-	60	-	62	-
Oil distillate, % by volume of emulsion		-	0.5	-	0.5	-	3	-	0.5	-	0.5	-	0.5
Tests on residue from distillation:													
Polymer content, wt. % (solids basis)	Tex-533-C	3.0	-	3.0	-	5.0 ⁷	-	-	-	-	-	3.0	-
Penetration, 77°F, 100 g, 5 sec.	T 49	90	150	80	130	90	150	30	-	30	-	55	90
Viscosity, 140°F, poise	T 202	1,300	-	1,300	-	1,000	-	-	-	-	-	-	-
Solubility in trichloroethylene, %	T 44	97.0	-	95.0	-	98	-	-	-	-	-	97.0	-
Softening point, °F	T 53	-	-	-	-	-	-	-	-	-	-	135	-
Ductility, 77°F, 5 cm/min., cm	T 51	-	-	-	-	40	-	-	-	-	-	70	-
Float test, 140°F, sec.	T 50	-	-	1,800	-	-	-	-	-	-	-	-	-
Ductility, ² 39.2°F, 5 cm/min., cm	T 51	50	-	-	-	-	-	-	-	-	-	-	-
Elastic recovery, ² 50°F, %	Tex-539-C	55	-	55	-	-	-	-	-	-	-	-	-
Tests on residue from evaporative recovery:	R 78, Procedure B												
Nonrecoverable creep compliance of residue, 3.2 kPa, 52°C, kPa ⁻¹	T 350	-	-	-	-	-	-	-	2.0	-	4.0	-	-
Tests on rejuvenating agent:													
Viscosity, 140°F, cSt	T 201	-	-	-	-	-	-	50	175	50	175	-	-
Flash point, C.O.C., °F	T 48	-	-	-	-	-	-	380	-	380	-	-	-
Saturates, % by weight	D 2007	-	-	-	-	-	-	-	30	-	30	-	-
Solubility in n-pentane, % by weight	D 2007	-	-	-	-	-	-	99	-	99	-	-	-
Tests on rejuvenating agent after RTFO	T 240												
Weight Change, %		-	-	-	-	-	-	-	6.5	-	6.5	-	-
Viscosity Ratio		-	-	-	-	-	-	-	3.0	-	3.0	-	-
Tests on latex ⁴ :													
Tensile strength, die C dumbbell, psi	D 412 ⁵	-	-	-	-	-	-	800	-	800	-	-	-
Change in mass after immersion in rejuvenating agent, %	D 471	-	-	-	-	-	-	-	40 ⁶	-	40 ⁶	-	-

- Exception to T 59: Bring the temperature on the lower thermometer slowly to 350°F (±0°F). Maintain at this temperature for 20 min. Complete total distillation in 60 min. (±5 min.) from the first application of heat.
- CRS-2P must meet one of either the ductility or elastic recovery requirements.
- With all precertification samples of CMS-1P or CMS-2P, submit certified test reports showing that the rejuvenating agent and latex meet the stated requirements. Submit samples of these raw materials if requested by the Engineer.
- Preparation of latex specimens: use any substrate and recovery method which produces specimens of uniform dimensions and which delivers enough material to achieve desired residual thickness.
- Cut samples for tensile strength determination using a crosshead speed of 20 in. per minute.
- Specimen must remain intact after exposure and removal of excess rejuvenating agent.
- Modifier type is tire rubber.

Table 10A
Non-Tracking Tack Coat Emulsion¹

Property	Test Procedure	NT-HRE		NT-RRE		NT-SRE	
		Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77° F, sec.	T 72	15	–	15	–	10	100
Storage stability, 1 Day, %	T 59	–	1	–	1	–	1
Settlement, 5-day, %	T 59	–	5	–	5	–	5
Sieve test, %	T 59	–	0.30	–	0.30	–	0.1
Distillation test: ² Residue by distillation, % by wt. Oil distillate, by volume of emulsion	T 59	50	–	58	–	50	–
		–	1.0	–	1.0	–	1.0
Test on residue from distillation: Penetration, 77°F, 100 g, 5 sec.	T 49	–	20	15	45	40	90
Solubility in trichloroethylene, %	T 44	97.5	–	97.5	–	97.5	–
Softening point, °F	T 53	150	–	–	–	–	–
Dynamic shear, G*/sin(δ), 82°C, 10 rad/s, kPa	T 315	1.0	–	–	–	–	–

1. Due to the hardness of the residue, these emulsions should be heated to 120-140°F before thoroughly mixing as the emulsion is being prepared for testing.
2. Exception to T 59: Bring the temperature on the lower thermometer slowly to 350°F ± 10°F. Maintain at this temperature for 20 min. Complete total distillation in 60 ± 5 min. from first application of heat.

Table 10B
Spray Applied Underseal Membrane Polymer-Modified Emulsions (EBL)

Property	Test Procedure	Min	Max
Viscosity @ 77°F, SSF	T 72	20	100
Storage Stability ¹ , %	T 59	–	1
Demulsibility ² Anionic emulsions – 35 mL of 0.02 N CaCl ₂ , % Cationic emulsions – 35 mL of 0.8% sodium dioctyl sulfosuccinate, %	T 59	55	–
Sieve Test ³ , %	T 59	–	0.05
Distillation Test ⁴ Residue by distillation, % by wt. Oil portion of distillate, % by vol.	T 59	63	0.5
Test on Residue from Distillation			
Elastic Recovery @ 50°F, 50 mm/min., %	Tex-539-C	60	–
Penetration @ 77°F, 100 g, 5 sec., 0.1 mm	T 49	80	130

1. After standing undisturbed for 24 hr., the surface must be smooth, must not exhibit a white or milky colored substance, and must be a homogeneous color throughout.
2. Material must meet demulsibility test for emulsions.
3. May be required by the Engineer only when the emulsion cannot be easily applied in the field.
4. The temperature on the lower thermometer should be brought slowly to 350°F ± 10°F and maintained at this temperature for 20 min. The total distillation should be completed in 60 ± 5 min. from the first application of heat.

Table 10C
Full-Depth Reclamation Emulsion (FDR EM)

Property	Test Procedure	Standard Yield (SY)		High Yield (HY)	
		Min	Max	Min	Max
Sieve test, %	T 59	–	0.1	–	0.1
Viscosity Saybolt Furol @ 77°F, sec.	T 59	20	100	20	100
Distillation test ¹ : Residue by distillation, % by wt. Oil portion of distillate, % by vol.	T 59	60	–	63	–
		–	0.5	–	0.5
Test on residue from distillation: Penetration @ 77°F, dmm	T 49	55	95	120	–
Test on rejuvenating agent:					
BWOA, % ²	***	–	–	2	–
Viscosity @ 140°F, cSt	T 201	–	–	50	175
Flash Point, COC, °F	T 48	–	–	380	–
Solubility in n-pentane, % by wt.	D2007	–	–	99	–

1. The temperature on the lower thermometer should be brought slowly to 350°F ± 10°F and maintained at this temperature for 20 min. The total distillation should be completed in 60 ± 5 min. from the first application of heat.
2. BWOA = By weight of asphalt. Provide a manufacturer's certificate of analysis (COA) with the percent of rejuvenator added.

2.5.

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

Table 11
Specialty Emulsions

Property	Test Procedure	Type-Grade					
		Medium-Setting				Slow-Setting	
		AE-P		EAP&T		PCE ¹	
		Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol 77°F, sec. 122°F, sec.	T 72	–	–	–	–	10	100
Sieve test, %	T 59	–	0.1	–	0.1	–	0.1
Miscibility ²	T 59	–	–	Pass	–	Pass	–
Demulsibility, 35 mL of 0.10 N CaCl ₂ , %	T 59	–	70	–	–	–	–
Storage stability, 1 day, %	T 59	–	1	–	1	–	–
Particle size, ⁵ % by volume < 2.5 μm	Tex-238-F³	–	–	90	–	90	–
Asphalt emulsion distillation to 500°F followed by Cutback asphalt distillation of residue to 680°F: Residue after both distillations, % by wt. Total oil distillate from both distillations, % by volume of emulsion	T 59 & T 78	40	–	–	–	–	–
		25	40	–	–	–	–
Residue by distillation, % by wt.	T 59	–	–	60	–	–	–
Residue by evaporation, ⁴ % by wt.	T 59	–	–	–	–	60	–
Tests on residue after all distillations:							
Viscosity, 140°F, poise	T 202	–	–	800	–	–	–
Kinematic viscosity, ⁵ 140°F, cSt	T 201	–	–	–	–	100	350
Flash point C.O.C., °F	T 48	–	–	–	–	400	–
Solubility in trichloroethylene, %	T 44	97.5	–	–	–	–	–
Float test, 122°F, sec.	T 50	50	200	–	–	–	–

1. Supply with each shipment of PCE:

- a copy of a lab report from an approved analytical lab, signed by a lab official, indicating the PCE formulation does not meet any characteristics of a Resource Conservation Recovery Act (RCRA) hazardous waste;
 - a certification from the producer that the formulation supplied does not differ from the one tested and that no listed RCRA hazardous wastes or Polychlorinated Biphenyls (PCBs) have been mixed with the product; and
 - a Safety Data Sheet.
2. Exception to T 59: In dilution, use 350 mL of distilled or deionized water and a 1,000-mL beaker.
 3. Use [Tex-238-F](#), beginning at "Particle Size Analysis by Laser Diffraction," with distilled or deionized water as a medium and no dispersant, or use another approved method.
 4. Exception to T 59: Leave sample in the oven until foaming ceases, then cool and weigh.
 5. PCE must meet either the kinematic viscosity requirement or the particle size requirement.

**Table 11A
Hard Residue Surface Sealant**

Property	Test Procedure	Min	Max
Viscosity, Krebs unit, 77°F, Krebs units	D 562	45	75
Softening point, °F	Tex-505-C ¹	250	–
Uniformity	D 2939	Pass ²	
Resistance to heat	D 2939	Pass ³	
Resistance to water	D 2939	Pass ⁴	
Wet flow, mm	D 2939	–	0
Resistance to Kerosene (optional) ⁵	D 2939	Pass ⁶	
Ultraviolet exposure, UVA-340, 0.77 W/m ² , 50°C chamber, 8 hr. UV lamp, 5 min. spray, 3 hr. 55 min. condensation, 1,000 hr. total exposure ⁷	G 154	Pass ⁸	
Abrasion loss, 1.6 mm thickness, liquid only, %	ISSA TB-100	–	1.0
Residue by evaporation, % by weight	D 2939	33	–
Tests on residue from evaporation: Penetration, 77°F, 100 g, 5 sec. Flash point, Cleveland open cup, °F	T 49 T 48	15 500	30
Tests on base asphalt before emulsification Solubility in trichloroethylene, %	T 44	98	–

1. Cure the emulsion in the softening point ring in a 200°F ± 5°F oven for 2 hr.
2. Product must be homogenous and show no separation or coagulation that cannot be overcome by moderate stirring.
3. No sagging or slippage of film beyond the initial reference line.
4. No blistering or re-emulsification.
5. Recommended for airport applications or where fuel resistance is desired.
6. No absorption of Kerosene into the clay tile past the sealer film. Note sealer surface condition and loss of adhesion.
7. Other exposure cycles with similar levels of irradiation and conditions may be used with Department approval.
8. No cracking, chipping, surface distortion, or loss of adhesion. No color fading or lightening.

2.6.

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

Table 12
Recycling Agent and Emulsified Recycling Agent

Property	Test Procedure	Recycling Agent		Emulsified Recycling Agent (ARA-1)		Polymer Modified Emulsified Recycling Agent (ARA-1P)	
		Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol, 77°F, sec.	T 72	–	–	15	100	15	110
Sieve test, %	T 59	–	–	–	0.1	–	0.1
Miscibility ¹	T 59	–		No coagulation			
Residue by evaporation, ² % by wt.	T 59	–	–	60	–	–	–
Distillation test: Residue by distillation, % by wt. Oil distillate, % by volume of emulsion	T 59					60 –	65 2
Penetration of Distillation Residue at 39.2°F, 100 g, 5 sec.	T 49					110	190
Tests on recycling agent or residue from evaporation: Flash point, C.O.C., °F Kinematic viscosity, 140°F, cSt 275°F, cSt	T 48 T 201	400 75 –	– 200 10.0	400 75 –	– 200 10.0	400	–

1. Exception to T 59: Use 0.02 N CaCl₂ solution in place of water.
2. Exception to T 59: Maintain sample at 300°F until foaming ceases, then cool and weigh.

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

CRM must be:

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

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

Table 13
CRM Gradations

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

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

Table 14
Polymer-Modified Asphalt-Emulsion Crack Sealer

Property	Test Procedure	Min	Max
Rotational viscosity, 77°F, cP	D 2196, Method A	10,000	25,000
Sieve test, %	T 59	–	0.1
Storage stability, 1 day, %	T 59	–	1
Evaporation	Tex-543-C		
Residue by evaporation, % by wt.		65	–
Tests on residue from evaporation:			
Penetration, 77°F, 100 g, 5 sec.	T 49	35	75
Softening point, °F	T 53	140	–
Ductility, 39.2°F, 5 cm/min., cm	T 51	100	–

Table 15
Rubber-Asphalt Crack Sealer

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

1. Provide certification that the Min % virgin rubber was added.
2. Agitate the sealing compound with a 3/8- to 1/2 in. (9.5- to 12.7 mm) wide, square-end metal spatula to bring the material on the bottom of the cup to the surface (i.e., turn the material over) before passing the test flame over the cup. Start at one side of the thermometer, move around to the other, and then return to the starting point using 8 to 10 rapid circular strokes. Accomplish agitation in 3 to 4 sec. Pass the test flame over the cup immediately after stirring is completed.
3. Exception to T 49: Substitute the cone specified in D 217 for the penetration needle.
4. Allow no crack in the crack sealing materials or break in the bond between the sealer and the mortar blocks over 1/4 in. deep for any specimen after completion of the test.

- 2.9. **Asphalt-Rubber Binders.** Provide asphalt-rubber (A-R) binders that are mixtures of asphalt binder and CRM, which have been reacted at elevated temperatures. Provide A-R binders meeting D6114 and containing a minimum of 15% CRM by weight. Provide Types I or II, containing CRM Grade C, for use in hot-mixed aggregate mixtures. Provide Types II or III, containing CRM Grade B, for use in surface treatment binder. Ensure binder properties meet the requirements of Table 16.

Table 16
A-R Binders

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

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

Separation testing is not required if:

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

Table 17
Performance-Graded Binders

Property and Test Method	Performance Grade																	
	PG 58			PG 64				PG 70				PG 76				PG 82		
	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28
Average 7-day max pavement design temperature, °C ¹	58			64				70				76				82		
Min pavement design temperature, °C ¹	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28
Original Binder																		
Flash point, T 48, Min, °C	230																	
Viscosity, T 316 ^{2,3} : Max, 3.0 Pa s, test temperature, °C	135																	
Dynamic shear, T 315 ⁴ : G*/sin(δ), Min, 1.00 kPa, Max, 2.00 kPa ⁷ , Test temperature @ 10 rad/sec., °C	58			64				70				76				82		
Elastic recovery, D6084, 50°F, % Min ⁸	-	-	30	-	-	30	50	-	30	50	60	30	50	60	70	50	60	70
Rolling Thin-Film Oven (Tex-506-C)																		
Mass change, T 240, Max, %	1.0																	
Dynamic shear, T 315: G*/sin(δ), Min, 2.20 kPa, Max, 5.00 kPa ⁷ , Test temperature @ 10 rad/sec., °C	58			64				70				76				82		
MSCR, T350, Recovery, 0.1 kPa, High Temperature, % Min ⁸	-	-	20	-	-	20	30	-	20	30	40	20	30	40	50	30	40	50
Pressure Aging Vessel (PAV) Residue (R 28)																		
PAV aging temperature, °C	100																	
Dynamic shear, T 315: G*/sin(δ), Max, 5,000 kPa Test temperature @ 10 rad/sec., °C	25	22	19	28	25	22	19	28	25	22	19	28	25	22	19	28	25	22
Creep stiffness, T 313 ^{5,6} : S, max, 300 MPa, m-value, Min, 0.300 Test temperature @ 60 sec., °C	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18
Direct tension, T 314 ⁶ : Failure strain, min, 1.0% Test temperature @ 1.0 mm/min., °C	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18

- Pavement temperatures are estimated from air temperatures and using an algorithm contained in a Department-supplied computer program, may be provided by the Department, or by following the procedures outlined in AASHTO MP 2 and PP 28.
- This requirement may be waived at the Department's discretion if the supplier warrants that the asphalt binder can be adequately pumped, mixed, and compacted at temperatures that meet all applicable safety, environmental, and constructability requirements. At test temperatures where the binder is a Newtonian fluid, any suitable standard means of viscosity measurement may be used, including capillary (T 201 or T 202) or rotational viscometry (T 316).
- Viscosity at 135°C is an indicator of mixing and compaction temperatures that can be expected in the lab and field. High values may indicate high mixing and compaction temperatures. Additionally, significant variation can occur from batch to batch. Contractors should be aware that variation could significantly impact their mixing and compaction operations. Contractors are therefore responsible for addressing any constructability issues that may arise.
- For quality control of unmodified asphalt binder production, measurement of the viscosity of the original asphalt binder may be substituted for dynamic shear measurements of G*/sin(δ) at test temperatures where the asphalt is a Newtonian fluid. Any suitable standard means of viscosity measurement may be used, including capillary (T 201 or T 202) or rotational viscometry (T 316).
- Silicone beam molds, as described in AASHTO TP 1-93, are acceptable for use.
- If creep stiffness is below 300 MPa, direct tension test is not required. If creep stiffness is between 300 and 600 MPa, the direct tension failure strain requirement can be used instead of the creep stiffness requirement. The m value requirement must be satisfied in both cases.
- Maximum values for unaged and RTFO aged dynamic shear apply only to materials used as substitute binders, as described in Item 340, "Dense-Graded Hot-Mix Asphalt (Small Quantity)", Item 341, "Dense-Graded Hot-Mix Asphalt, and Item 344, "Superpave Mixtures."
- Elastic Recovery (ASTM D6084) is not required unless MSCR (AASHTO T 350) is less than the minimum % recovery. Elastic Recovery must be used for the acceptance criteria in this instance.

3. EQUIPMENT

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

4. CONSTRUCTION

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

Table 18
Typical Material Use

Material Application	Typically Used Materials
Hot-mixed, hot-laid asphalt mixtures	PG binders, A-R binders Types I and II
Surface treatment	AC-5, AC-10, AC-15P, AC-20XP, AC-10-2TR, AC-20-5TR, HFRS-2, MS-2, CRS-2, CRS-2H, CRS-2TR, CMS-2P HFRS-2P, CRS-2P, CHFRS-2P, A-R binders Types II and III
Surface treatment (cool weather)	AC12-5TR, RC-250, RC-800, RC-3000, MC-250, MC-800, MC-3000, MC-2400L, CMS-2P
Precoating	AC-5, AC-10, PG 64-22, SS-1, SS-1H, CSS-1, CSS-1H
Tack coat	PG Binders, SS-1H, CSS-1H, EAP&T, TRAIL, EBL
Fog seal	SS-1, SS-1H, CSS-1, CSS-1H, CMS-1P
Hot-mixed, cold-laid asphalt mixtures	AC-0.6, AC-1.5, AC-3, AES-300, AES-300P, CMS-2, CMS-2S
Patching mix	MC-800, SCM I, SCM II, AES-300S
Recycling	AC-0.6, AC-1.5, AC-3, AES-150P, AES-300P, recycling agent, emulsified recycling agent
Crack sealing	SS-1P, polymer mod AE crack sealant, rubber asphalt crack sealers (Class A, Class B)
Microsurfacing	CSS-1P
Prime	MC-30, AE-P, EAP&T, PCE
Curing membrane	SS-1, SS-1H, CSS-1, CSS-1H, PCE
Erosion control	SS-1, SS-1H, CSS-1, CSS-1H, PCE
FDR -Foaming	PG 64-22, FDR EM-SY, FDR EM-HY

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

Table19
Storage and Application Temperatures

Type-Grade	Application		Storage Max (°F)
	Recommended Range (°F)	Max Allowable (°F)	
AC-0.6, AC-1.5, AC-3	200–300	350	350
AC-5, AC-10	275–350	350	350
AC-15P, AC-20-5TR, AC12-5TR and AC10-2TR	300–375	375	360
RC-250	125–180	200	200
RC-800	170–230	260	260
RC-3000	215–275	285	285
MC-30, AE-P	70–150	175	175
MC-250	125–210	240	240
MC-800, SCM I, SCM II	175–260	275	275
MC-3000, MC-2400L	225–275	290	290
HFRS-2, MS-2, CRS-2, CRS-2H, HFRS-2P, CRS-2P, CMS-2, CMS-2S, AES-300, AES-300S, AES-150P, AES-300P, CRS-2TR	120–160	180	180
SS-1, SS-1H, CSS-1, CSS-1H, PCE, EAP&T, SS-1P, RS-1P, CRS-1P, CSS-1P, recycling agent, emulsified recycling agent, polymer mod AE crack sealant	50–130	140	140
PG binders	275–350	350	350
Rubber asphalt crack sealers (Class A, Class B)	350–375	400	–
A-R binders Types I, II, and III	325–425	425	425

5. MEASUREMENT AND PAYMENT

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

Special Specification 6001

Portable Changeable Message Sign



1. DESCRIPTION

Furnish, operate, and maintain portable trailer mounted changeable message sign (PCMS) units.

2. MATERIALS

Furnish new or used material in accordance with the requirements of this Item and the details shown on the plans. Provide a self-contained PCMS unit with the following:

- Sign controller
- Changeable Message Sign
- Trailer
- Power source

Paint the exterior surfaces of the power supply housing, supports, trailer, and sign with Federal Orange No. 22246 or Federal Yellow No. 13538 of Federal Standard 595C, except paint the sign face assembly flat black.

2.1. **Sign Controller.** Provide a controller with permanent storage of a minimum of 75 pre-programmed messages. Provide an external input device for random programming and storage of a minimum of 75 additional messages. Provide a controller capable of displaying up to 3 messages sequentially. Provide a controller with adjustable display rates. Enclose sign controller equipment in a lockable enclosure.

2.2. **Changeable Message Sign.** Provide a sign capable of being elevated to at least 7 ft. above the roadway surface from the bottom of the sign. Provide a sign capable of being rotated 360° and secured against movement in any position.

Provide a sign with 3 separate lines of text and 8 characters per line minimum. Provide a minimum 18 in. character height. Provide a 5 × 7 character pixel matrix. Provide a message legibility distance of 600 ft. for nighttime conditions and 800 ft. for normal daylight conditions. Provide for manual and automatic dimming light sources.

The following are descriptions for 3 screen types of PCMS:

- **Character Modular Matrix.** This screen type comprises of character blocks.
- **Continuous Line Matrix.** This screen type uses proportionally spaced fonts for each line of text.
- **Full Matrix.** This screen type uses proportionally spaced fonts, varies the height of characters, and displays simple graphics on the entire sign.

2.3. **Trailer.** Provide a 2 wheel trailer with square top fenders, 4 leveling jacks, and trailer lights. Do not exceed an overall trailer width of 96 in. Shock mount the electronics and sign assembly.

2.4. **Power Source.** Provide a diesel generator, solar powered power source, or both. Provide a backup power source as necessary.

2.5. **Cellular Telephone.** When shown on the plans, provide a cellular telephone connection to communicate with the PCMS unit remotely.

3. CONSTRUCTION

Place or relocate PCMS units as shown on the plans or as directed. The plans will show the number of PCMS units needed, for how many days, and for which construction phases.

Maintain the PCMS units in good working condition. Repair damaged or malfunctioning PCMS units as soon as possible. PCMS units will remain the property of the Contractor.

4. MEASUREMENT

This Item will be measured by each PCMS or by the day used. All PCMS units must be set up on a work area and operational before a calendar day can be considered measurable. When measurement by the day is specified, a day will be measured for each PCMS set up and operational on the worksite.

5. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Portable Changeable Message Sign." This price is full compensation for PCMS units; set up; relocating; removing; replacement parts; batteries (when required); fuel, oil, and oil filters (when required); cellular telephone charges (when required); software; and equipment, materials, tools, labor, and incidentals.

Special Specification 6007

Intelligent Transportation System (ITS) Fiber Optic Cable



1. DESCRIPTION

Furnish, install, relocate and remove Intelligent Transportation System (ITS) fiber optic cable, fiber patch panels and splice enclosures as shown on the plans.

2. MATERIALS

- 2.1. **General Requirements.** Provide, assemble, fabricate and install materials that are new, corrosion resistant, and in accordance with the details shown on the plans and in these Specifications.

Furnish, install, splice, and test all new fiber optic cable. Provide all splicing kits, fiber optic cable caps, connectors, moisture or water sealants, terminators, splice trays, fiber optic jumpers, pig tails, fiber patch panels, fiber interconnect housing, and accessories necessary to complete the fiber optic network. Provide all equipment necessary for installation, splicing, and testing.

- 2.2. **Cable Requirements.** Furnish all-dielectric, dry-filled, gel-free, loose tube fiber optic cable, with low water peak, suitable for underground conduit environments or aerial applications.

Furnish self-supporting, all-dielectric, dry-filled, gel-free, loose tube fiber optic cable, with low water peak suitable for aerial applications when not lashing to strand cable.

All fiber optic cable furnished must have a design life of 20 yr. when installed to the manufacturer's specifications.

Splice fiber optic cables in ground boxes, field cabinets, or buildings. Terminate fiber optic cables in field cabinets and buildings that comply with the details shown on the plans and in this Specification.

Provide all fiber optic cable from the same manufacturer and the manufacturer is International Organization for Standardization (ISO) 9001 certified. Ensure the cables meet or exceed United States Department of Agriculture Rural Utilities Service (RUS) CFR 1755.900, American National Standards Institute/Insulated Cable Engineers Association (ANSI/ICEA) S-87-640, and Telecommunications Industry Association/Electronic Industries Alliance (TIA/EIA)-492-CAAB standard.

- 2.3. **Optical Requirements.**

- 2.3.1. **Optical Fiber.** Provide ITU G.652 single mode fiber optic cable with a core diameter of 8.3 ± 0.7 microns and a cladding diameter of 125 ± 0.7 microns. Provide optical fiber made of glass consisting of a silica core surrounded by concentric silica cladding, free of imperfections and inclusions.

- 2.3.2. **Core/Clad Concentricity.** Provide an offset between the center of the core and cladding less than 0.5 microns.

- 2.3.3. **Mode Field Diameter.** Provide single mode fiber optic cable with the effective area or Mode Field Diameter of the fiber must be $9.2 \pm 0.4 \mu\text{m}$ at 1310 nm and $10.5 \pm 1.0 \mu\text{m}$ at 1550 nm.

- 2.3.4. **Primary Coating.** Provide fiber with a coating diameter of 250 ± 15 microns.

- 2.3.5. **Attenuation.** Provide single mode fiber optic cable with nominal attenuation of 0.35 dB/km maximum at a wavelength of 1310 nm and nominal attenuation of 0.25 dB/km maximum at a wavelength of 1550 nm.
- Attenuation at water peak must be less than 0.35 dB/km at 1383 nm.
- 2.3.6. **Bandwidth and Dispersion.** Provide single mode fiber optic cable with a maximum dispersion of:
- 3.2 ps/nm-km at a wavelength of 1310 nm, and
 - 18 ps/nm-km at a wavelength of 1550 nm.
- Zero dispersion wavelength must be between 1300 nm and 1324 nm and the zero dispersion slope at the zero dispersion wavelength must be less than 0.092 ps/(nm² · km).
- The cutoff wavelength must be less than 1260 nm for single mode fibers specified to operate at 1310 nm. The cutoff wavelength must be less than 1480 for single mode fibers specified to operate only at 1550 nm or higher.
- The macrobend attenuation per 100 turns must not exceed 0.05 dB at 1310 nm and 1550 nm.
- 2.3.7. **Mechanical Requirements(Tensile Strength).** Provide a cable withstanding a pulling tension of 600 lbf without increasing attenuation by more than 0.8 dB/mi when installing in underground conduit systems in accordance with EIA-455-33A. Conduct an impact test in accordance with TIA/EIA-455-25C (FOTP-25) and a compression load test in accordance with TIA/EIA-455-41A (FOTP-41).
- For all-dielectric self-supporting cable (ADSS) and other self-supporting cables, meet tensile strength requirements in accordance with Section 25, Loading of Grades B and C, of National Electric Safety Code (NESC), for the maximum span and sag information as shown in the plans for aerial construction.
- 2.3.8. **Bend Radius.** Provide a cable withstanding a minimum bending radius of 10 times its outer diameter during operation, and 20 times its outer diameter during installation, removal and reinstallation without changing optical fiber characteristics. Test the cable in accordance with EIA-455-33A.
- 2.3.9. **Buffering.** Use a buffering tube or jacket with an outer diameter of 1.0 to 3.0 mm containing 12 individual fiber strands. The fibers must not adhere to the inside of the buffer tube.
- 2.3.10. **Color Coding.** Provide fiber and buffer tubes with a color coating applied to it by the manufacturer. Coating must not affect the optical characteristics of the fiber. Provide color configuration in accordance with TIA/EIA-598 as follows:
- | | | |
|-------------|------------|--------------|
| ■ 1. Blue | ■ 5. Slate | ■ 9. Yellow |
| ■ 2. Orange | ■ 6. White | ■ 10. Violet |
| ■ 3. Green | ■ 7. Red | ■ 11. Rose |
| ■ 4. Brown | ■ 8. Black | ■ 12. Aqua |

3. EQUIPMENT

- 3.1. **Cable Type.** Provide cables with a reverse oscillation or planetary stranding structure.

Jacket construction and group configuration should separate at splice points to cut and splice 1 set of fibers while the others remain continuous. All cable jackets must have a ripcord to aid in the removal of the outer jacket. Submit cable designs for approval.

Strand loose buffer tubes around a dielectric central anti-buckling strength member. Provide dielectric aramid or fiber glass strength members with specified strength for the cable. Provide cable with a water-blocking material, which is non-hygroscopic, non-nutritive to fungus, non-conductive, non-toxic, and homogeneous. The water blocking material must comply with TIA/EIA-455-81B and 455-82B as well as TIA/EIA-455-98.

Ensure a polyethylene inner jacket is applied over the cable core, and that the entire cable is enclosed with a polyethylene outer jacket. Ensure the outer jacket contains black carbon to provide UV protection for the cable. Ensure each cable is marked with the manufacturer's name, the date of manufacture (month/year), the fiber count (example 48F SM), and sequential length markings at maximum 2 ft. increments, measured in U.S. units.

For aerial installation, provide standard fiber optic cable lashed to steel messenger cable or ADSS in accordance with the Institute of Electrical and Electronics Engineers (IEEE) 1222 Standard for Testing and Performance for All-Dielectric Self-Supporting (ADSS) Fiber Optic Cable for Use on Electric Utility Power Lines, or most current version. Provide ADSS cable in accordance with the maximum span distance, weather load rating, and allowable sag as shown on the plans. "Figure 8" self-supporting cable with integrated messenger cable within the outer jacket for aerial installation is acceptable.

3.1.1. **Cable Size.** Furnish cables with a maximum diameter not exceeding 19 mm.

3.1.2. **Environmental Requirements.** Provide cable that functions in a temperature range from -40°F to 158°F.

3.2. **Fiber Optic Accessories.**

3.2.1. **Splice Enclosures.** Furnish and install 1 of 3 types of underground splice enclosures at locations shown on the plans to accommodate the cables being spliced at that point. The types are as follows:

- Type 1: 4 cable entry ports total – 2 ports to accommodate backbone fiber of up to 144 fibers and 2 ports for drop cables of up to 48 fibers,
- Type 2: 6 cable entry ports total – 4 to accommodate backbone or arterial cables of up to 144 fibers and 2 ports for drop cables of up to 48 fibers, and
- Type 3: 8 cable entry ports total – 4 to accommodate backbone or arterial cables of up to 144 fibers and 4 ports for drop cables of up to 48 fibers.

Provide the end cap of the canister splice closure with re-enterable quick-seal cable entry ports to accommodate additional branch cables or backbone cables. Provide fiber optic splice enclosures with strain relief, splice organizers, and splice trays from the same manufacturer as the splice enclosure. Select the appropriate splice enclosure type based on the number of splices called for in the plans. Suspend all splice closures off floor of the ground box and secure to cable rack assembly on side wall of ground box.

For end of reel splicing, use a fiber optic splice enclosure sized to accommodate full cable splice in one enclosure. Fiber optic splice enclosure must be of the same manufacturer as other supplied on a project. Splice enclosure and fusion splicing required for end of reel will be incidental to the fiber optic cable.

Comply with the Telcordia Technologies' GR-711-CORE standard and all applicable NEC requirements.

Contain all optical fiber splices within a splice enclosure, providing storage for fiber splices, nonspliced fiber, and buffer tubes. Provide sufficient space inside the enclosure to prevent microbending of buffer tubes when coiled.

Ensure that the splice enclosure maintains the mechanical and environmental integrity of the fiber optic cable, encases the sheath opening in the cable, and organizes and stores optical fiber. Ensure all hinges and latching devices are stainless steel or of a non-corrosive material designed for harsh environments. Ensure that the enclosure is airtight and prevents water intrusion. Ensure that splice enclosures allow re-entry and are hermetically sealed to protect internal components from environmental hazards and foreign material such as moisture, dust, insects, and UV light.

3.2.2. **Field Rack Mount Splice Enclosures.** Provide a 19 in. EIA rack mounted splice enclosure module to hold spliced fibers as shown in the plans inside field equipment cabinets or buildings.

Splice or terminate fibers inside rack mounted fiber optic splice enclosures. Provide an enclosed unit designed to house a minimum of 4 cables, sized to accommodate at a minimum the cables shown on the plans plus future expansion.

Provide splice enclosures containing mounting brackets with a minimum of 4 cable clamps. Install cable according to manufacturer recommendations for the cable distribution panel.

3.2.3. **Fiber Patch Panels.** Provide fiber patch panels that are compatible with the fiber optic cable being terminated and color coded to match the optical fiber color scheme. Coil and protect a maintenance loop of at least 5 ft. of buffer tube inside the rack mount enclosure, patch panel, or splice tray. Allow for future splices in the event of a damaged splice or pigtail.

3.2.3.1. **Cabinet.** Terminate or splice fibers inside the compact and modular fiber patch panel in the cabinet. Provide fiber patch panel for installation inside a 19 in. EIA rack and sized appropriately to accommodate the fiber terminations shown on the plans or as directed by the Engineer. Provide each patch panel housing with pre-assembled compact modular snap-in simplex connector panel modules, each module having a minimum of 6 fiber termination/connection capabilities. Provide modules with a removable cover having 6 pre-connectorized fiber pigtails, interconnection sleeves, and dust caps installed by the manufacturer. Provide a 12 fiber or greater fusion splice tray capability housing, each tray holding 12 fusion splices as shown in the plans. Stack splice trays on a rack to permit access to individual trays without disturbing other trays. Locate splice trays in a rack within a pull-out shelf. Protect the housing with doors capable of pivoting up or down. Document the function of each terminated/spliced fiber, along with the designation of each connector on labels or charts located either on the inside or outside of the housing door. Provide labels or charts that are UV resistant design for harsh environments and used inside field equipment cabinets. Use permanent marker or method of identification that will withstand harsh environments. Provide each housing with strain relief. Terminate single mode fiber optic cable with SC connectors to the patch panels, unless otherwise shown on the plans.

Install the fiber patch panel as an integral unit as shown on the plans.

3.2.3.2. **Building.** Provide a fiber patch panel with a modular design allowing interchangeability of connector panel module housing and splice housing within the rack, as shown on the plans.

Provide the number of single mode fibers, connector panel module housings, and splice housings for the patch panel unit in the building as shown on the plans.

Provide a fiber patch panel unit, installed at a height less than 7 ft., capable of housing 8 connector panel module housings or 8 splice housings. Protect the housing with doors capable of pivoting up or down and sliding into the unit.

Provide 12 snap-in simplex connector panel modules with each connector panel module housing, each module having 6 fiber termination/connector capabilities. Use a pre-assembled compact modular unit with a removable cover for the snap-in simplex connector panel module having 6 pre-connectorized fiber pigtails, interconnection sleeves, and dust caps installed by the manufacturer. Provide each connector panel module housing with a jumper routing shelf, storing up to 5 ft. (minimum) of cable slack for each termination within the housing. Provide the fiber distribution unit with strain relief.

Provide splice enclosure with 24 fusion splice tray capabilities, each splice tray holding 12 or more fusion splices. Stack splice trays on a rack to permit access to individual trays without disturbing other trays. Locate the rack on a pull-out shelf.

Document the function of each terminated/spliced fiber, along with the designation of each connector on labels or charts located either on the inside or outside of the housing door. Provide labels or charts that are UV resistant design for harsh environments and used inside field equipment cabinets. Use permanent marker or method of identification that will withstand harsh environments. Also provide documentation of the function of each terminated or spliced fiber along with the designation of each connector on charts or

diagrams matching the fiber patch panel configuration and locate inside cabinet document drawer. Provide documentation at the conclusion of fiber terminations and splicing.

Allow terminations only in the fiber interconnect housings placed in the cabinets as shown on the plans or as directed.

- 3.2.4. **Splice Trays.** Use splice tray and fan-out tubing kit for handling each fiber. Provide a splice tray and 12 fiber fan-out tubing with each housing for use with the 250 microns coated fiber. The fan-out will occur within the splice tray (no splicing of the fiber required). Allow each tube to fan out each fiber for ease of connectorization. Label all fibers in splice tray on a log sheet securing it to the inside or outside of the splice tray. Provide UV resistant log sheet suitable for harsh environments, located inside field cabinets or splice enclosures. Provide fan-out tubing with 3 layers of protection consisting of fluoropolymer inner tube, a dielectric strength member, and a 2.9 mm minimum outer protective PVC orange jacketing.
- 3.2.5. **Jumpers.** Provide fiber optic jumper cables to cross connect the fiber patch panel to the fiber optic transmission equipment as shown on the plans or as directed. Match the core size, type, and attenuation from the cable to the simplex jumper. Use yellow jumpers and provide strain relief on the connectors. Provide fiber with a 900 micron polymer buffer, Kevlar strength member, and a PVC jacket with a maximum outer jacket of 2.4 mm in diameter.
- Provide 5 ft. long jumpers, unless otherwise shown on the plans. On the patch panel end of each jumper, provide an SC connector. On the opposite end of the jumper, provide a connector that is suitable to be connected to the fiber optic transmission equipment selected. When providing jumpers for existing equipment, provide connectors suitable to be connected to patch panels and fiber optic transmission equipment in use. All jumpers must have factory terminated connectors. Field terminations of connectors is prohibited.
- 3.2.6. **Fiber Optic Cable Storage Device.** Furnish fiber optic cable storage device designed to store slack fiber optic cable by means of looping back from device to device on an aerial run. Furnish storage devices that are non-conductive and resistant to fading when exposed to UV sources and changes in weather. Ensure storage devices have a captive design such that fiber-optic cable will be supported when installed in the aerial rack apparatus and the minimum bending radius will not be violated. Provide stainless steel attachment hardware for securing storage devices to messenger cable and black UV resistant tie-wraps for securing fiber-optic cable to storage device. Provide tie-wraps that do not damage fiber when securing to storage device. Ensure storage devices are stackable so multiple cable configurations are possible. Ensure cable storage devices furnished are compatible with the type of aerial cable furnished and installed. Aerial cable storage devices will be considered incidental to the installation of the fiber optic cable.

4. CONSTRUCTION

Install fiber optic cable in accordance with United States Department of Agriculture Rural Utilities Service CFR 1755.900 specifications for underground and aerial plant construction without changing the optical and mechanical characteristics of the cables.

Utilize available machinery, jacking equipment, cable pulling machinery with appropriate tension monitors, splicing and testing equipment, and other miscellaneous tools to install cable, splice fibers, attach connectors and mount hardware in cabinets employed with the above "Mechanical Requirements." Do not jerk the cable during installation. Adhere to the maximum pulling tensions of 600 lbf and bending radius of 20 times the cable diameter or as specified by the manufacturer, whichever is greater.

Use installation techniques and fixtures that provide for ease of maintenance and easy access to all components for testing and measurements. Take all precautions necessary to ensure the cable is not damaged during transport, storage, or installation. Protect as necessary the cables to prevent damage if being pulled over or around obstructions along the ground.

Where plans call for removal of existing cable to salvage or reuse elsewhere, take care to prevent damaging the existing cable during removal adhering to all of the requirements for installation that pertain to removal.

- 4.1. **Packaging, Shipping, and Receiving.** Ensure the completed cable is packaged for shipment on reels. Ensure the cable is wrapped in weather and temperature resistant covering. Ensure both ends of the cable are sealed to prevent the ingress of moisture.

Securely fasten each end of the cable to the reel to prevent the cable from coming loose during transit. Provide 6 ft. of accessible cable length on each end of the cable for testing. Ensure that the complete outer jacket marking is visible on these 6 ft. of cable length. Provide each cable reel with a durable weatherproof label or tag showing the Manufacturer's name, the cable type, the actual length of cable on the reel, the Contractor's name, the contract number, and the reel number. Include a shipping record in a weatherproof envelope showing the above information and also include the date of manufacture, cable characteristics (size, attenuation, bandwidth, etc.), factory test results, cable identification number and any other pertinent information. Ensure that all cable delivered has been manufactured within 6 mo. of the delivery date. Ensure that the minimum hub diameter of the reel is at least 30 times the diameter of the cable. Provide the cable in one continuous length per reel with no factory splices in the fiber. Provide a copy of the transmission loss test results as required by the TIA/EIA-455-61 standard, as well as results from factory tests performed prior to shipping.

- 4.2. **Installation in Conduit.** Install fiber optic cable in conduits in a method that does not alter the optical properties of the cable. If required, relocate existing cable to allow new fiber optic cable routing in conduits.

When pulling the cable, do not exceed the installation bending radius. Use rollers, wheels, or guides that have radii greater than the bending radius. Use a lubricating compound to minimize friction. Use fuse links and breaks to ensure that the cable tensile strength is not exceeded. Measure the pulling tension with a mechanical device and mechanism to ensure the maximum allowable pulling tension of 600 lbf is not exceeded at any time during installation.

Provide a single 1/C #14 XHHW insulated tracer wire in conduit runs where fiber optic cable is installed. Provide cable that is UL listed solid copper wire with orange color low density polyethylene insulation suitable for conduit installation and with a voltage rating of 600V. When more than one fiber optic cable is installed through a conduit run, only one tracer wire is required. Fuse or join tracer wires used in backbone, arterial, and drop runs, so that you have one continuous tracer wire. Terminate tracer wire at fiber optic test markers or equipment cabinets as identified in the plans for access to conduct a continuity test. Tracer wire will be paid for under Item 620, "Electrical Conductors."

Provide flat pull cord with a minimum tensile strength of 1,250 lb. in each conduit containing fiber optic cable. A traceable pull cord, with a metallic conducting material integral to the pull cord, may be substituted for a 1/C #14 tracer wire only with approval from the Department.

Seal conduit ends with a 2 part urethane after installation of fiber optic cable.

- 4.3. **Cable Installation between Pull Boxes and Cabinets or Buildings.** Do not break or splice a second fiber optic cable to complete a run when pulling the cable from the nearest ground box to a cabinet or building. Pull sufficient length of cable in the ground box to reach the designated cabinet or building. Pull the cable through the cabinet to coil, splice, or terminate the cable in the cabinet or building. Do not bend the cable beyond its minimum bend radius of 20 times the diameter.

Coil and tie cable inside cabinet, building, or boxes for future splicing or termination as shown in the plans. Cut off and remove the first 10 ft. of pulled or blown fiber stored. This work is incidental to this Item. Coat the open end of the coiled cable with protective coating and provide a dust cap.

- 4.4. **Aerial Installation.** Use pole attachment hardware and roller guides with safety clips to install aerial run cable. Maintain maximum allowable pulling tension of 600 lb. ft. during the pulling process for aerial run cable by using a mechanical device. Do not allow cable to contact the ground or other obstructions between poles during installation. Do not use a motorized vehicle to generate cable pulling forces. Use a cable suspension

clamp when attaching cable tangent to a pole. Select and place cable blocks and corner blocks so as not to exceed the cable's minimum bending radius. Do not pull cable across cable hangers. Store 100 ft. of fiber-optic cable slack, for future use, on all cable runs that are continuous without splices or where specified on the plans. Store spare fiber optic cable on fiber-optic cable storage racks of the type compatible with the aerial cable furnished. Locate spare cable storage in the middle of spans between termination points. Do not store spare fiber-optic cable over roadways, driveways or railroads.

Install standard cable on timber poles by lashing to steel messenger cable. Provide steel messenger cable in accordance with Item 625, "Zinc Coated Steel Wire Strand." Install all-dielectric self-supporting cable (ADSS) cable on timber poles using clinching clamp with cable hanger. Install aerial run cable in accordance with these specifications and as shown on the plans.

Locate aerial fiber in accordance with the NESC, Section 23, with respect to vertical clearances over the ground, between conductors carried on different supporting structures, and required separation distance of the cable from bridges, buildings, and other structures.

- 4.5. **Blowing Fiber Installation.** Use either the high-air speed blowing (HASB) method or the piston method. When using the HASB method, ensure that the volume of air passing through the conduit does not exceed 600 cu. ft. per min. or the conduit manufacturer's recommended air volume, whichever is more restrictive. When using the piston method, ensure that the volume of air passing through the conduit does not exceed 300 cu. ft. per min. or the conduit manufacturer's recommended air volume, whichever is more restrictive.

- 4.6. **Slack Cable.** Pull and store excess cable slack inside ITS ground boxes as shown on the plans. The following are minimum required lengths of slack cable, unless otherwise directed:

- ground boxes (No Splice) - 25 ft.,
- ground boxes (With Splice) - 100 ft.,
- future splice point - 100 ft., and
- cabinets - 25 ft.

Note that the slack is to be equally distributed on either side of the splice enclosure and secured to cable storage racks within the ground boxes.

Provide proper storage of slack cable, both long term and short term. Neatly bind cables to be spliced together from conduit to splice enclosure with tape. Do not over bind by pinching cable or fiber. Ground and bond the armor when installing armored fiber optic cable. Meet NEC and NESC requirements for grounding and bonding when using armored cable.

- 4.7. **Removal, Relocation and Reinstallation of Fiber Optic Cable.** Remove fiber optic cable from conduit as shown on plans. Use care in removing existing fiber optic cables so as not to damage them. Provide cable removal and reinstallation procedures that meet the minimum bending radius and tensile loading requirements during removal and reinstallation so that optical and mechanical characteristics of the existing cables are not degraded. Use entry guide chutes to guide the cable out of and in to existing or proposed conduit, utilizing lubricating compound where possible to minimize cable-to-conduit friction. Use corner rollers (wheels) with a radius not less than the minimum installation bending radius of cable. Dispose of removed fiber optic cable unless plans show for it to be re-used (relocated/re-installed) or salvaged and delivered to the Department. See plans for details. Test each optical fiber in the cable for performance and for loss at existing terminations or splices prior to cutting and removal. Retest following removal and following re-installation to ensure the removal and reinstallation has not affected the optical properties of the cable. Any fiber optic cable damaged by the contractor that is to be re-used shall be replaced by the contractor at no cost to the Department with new fiber optic cable meeting the approval of the Engineer. The Engineer reserves the right to reject the fiber based on the test results.

Maintain the integrity of existing cables, conduit, junction boxes and ground boxes contiguous to the section of cables to be removed. Replace or repair any cables, conduit, junction boxes or ground boxes damaged during work at the Contractor's expense. The replacement or repair method must be approved by the Engineer, prior to implementation.

- 4.8. **Splicing Requirements.** Fusion splice fibers as shown on the plans, in accordance with TIA/EIA-568 and TIA/EIA-758.

Use fusion splicing equipment recommended by the cable manufacturer. Clean, calibrate, and adjust the fusion splicing equipment at the start of each shift. Use splice enclosures, organizers, cable end preparation tools, and procedures compatible with the cable furnished. Employ local injection and detection techniques and auto fusion time control power monitoring to ensure proper alignment during fusion splicing.

When approaching end of shift or end of day, complete all splicing at the location. Package each spliced fiber in a protective sleeve or housing. Re-coat bare fiber with a protective 8 RTV, gel or similar substance, prior to application of the sleeve or housing.

Perform splices with losses no greater than 0.10 dB. Use an Optical Time Domain Reflectometer (OTDR) to test splices in accordance with Section 4.13.1.1. Record splice losses on a tabular form and submit for approval.

- 4.9. **Termination Requirements.** Provide matching connectors with 900 micron buffer fiber pigtails of sufficient length and splice the corresponding optical fibers in cabinets where the optical fibers are to be connected to terminal equipment. Buffer, strengthen, and protect pre-terminated fiber assemblies (pigtails) with dielectric aramid yarn and outer PVC jacket to reduce mishandling that can damage the fiber or connection. Pigtails must be duplex stranding with a yellow PVC outer jacket. Fiber optic pigtails must be factory terminated with SC connectors, unless otherwise shown on the plans. When providing pigtails for existing equipment, provide connectors suitable to be connected to patch panels and fiber optic transmission equipment in use.

Connectors must meet the TIA/EIA-568 and TIA/EIA-758 standards and be tested in accordance to the Telcordia/Bellcore GR-326-CORE standard. When tested according to TIA/EIA-455-171 (FOTP-171), ensure that the connectors test to an average insertion loss of less than or equal to 0.4 dB and a maximum loss of less than or equal to 0.75 dB for any mated connector. Maintain this loss characteristic for a minimum of 500 disconnections and reconnections with periodic cleanings per EIA-455-21A (FOTP-21). Qualify and accept connectors by the connector-to-connector mating using similar fibers. Ensure that the connector operating range is -40°F to 167°F. Provide connectors with a yellow color body or boot.

Test connections at the patch panel and splices made between cables to pigtails with the OTDR to verify acceptable losses.

Remove 5 ft. of unused optical fibers at the ends of the system from the buffer tube(s) and place coiled fibers into a splice tray. Clean the water blocking compound from all optical fibers destined for splice tray usage.

Install cable tags at all splice points identifying key features of each cable such as cable name or origin and destination and fiber count. Ensure tags are self-laminating or water resistant. Print the information onto the tags electronically or write neatly using a permanent marker. Locate tags just prior to entrance into splice enclosure.

- 4.10. **Mechanical Components.** Provide stainless steel external screws, nuts and locking washers. Do not use self-tapping screws unless approved. Provide corrosion resistant material parts and materials resistant to fungus growth and moisture deterioration.

- 4.11. **Experience Requirements.**

- 4.11.1. **Installing Fiber Optic Cable.** The Contractor or designated subcontractor involved in the installation of the fiber optic cable must meet the experience requirements in accordance with the following:

- minimum of 3 yr. of continuous existence offering services in the installation of fiber optic cable through an outdoor conduit system or aerial and terminating in ground boxes, field cabinets or enclosures or buildings, and

- completed a minimum of 3 projects where the personnel pulled a minimum of 5 mi. in length of fiber optic cable through an outdoor conduit system of aerial for each project. The completed fiber optic cable systems must have been in continuous satisfactory operation for a minimum of 1 yr.

4.11.2. **Splicing and Testing of Fiber Optic Cable.** The Contractor or designated subcontractor involved in the splicing and testing of fiber optic cable must meet the experience requirements in accordance with the following:

4.11.2.1. **Minimum Experience.** 3 yr. continuous existence offering services in the fields of fusion splicing and testing of fiber optic cable installed through a conduit system and terminating in ground boxes, field cabinets or enclosures or buildings. Experience must include all of the following:

- termination of a minimum of 48 fibers within a fiber distribution frame,
- OTDR testing and measurement of end to end attenuation of single mode and multimode fibers,
- system troubleshooting and maintenance,
- training of personnel in system maintenance,
- use of water-tight splice enclosures, and
- fusion splicing of fiber optic cable which meet the tolerable decibel (dB) losses within the range of 0.05 dB – 0.10 dB for single mode.

4.11.2.2. **Completed Projects.** A minimum of 3 completed projects where the personnel performed fiber optic cable splicing and terminations, system testing, system troubleshooting and maintenance during the course of the project and provided training on system maintenance. Each project must have consisted of a minimum 5 mi. of fiber optic cable installed, measured by project length not linear feet of fiber installed. The completed fiber optic cable systems must have been in continuous satisfactory operation for a minimum of 1 yr.

4.12. **Documentation Requirements.** Provide a minimum of 2 complete sets of fiber optic equipment submittal literature documenting compliance with the requirements of this Item including operation and maintenance manuals in hard copy format, bound, as well as an electronic version in Adobe PDF format on a CD/DVD or removable flash drive that includes the following:

- fiber optic cable literature consisting of manufacturer specification and cut sheets,
- fiber optic equipment literature consisting of manufacturer specification and cut sheets for splice enclosures, patch panels, splice trays, jumpers, cable storage devices, and fiber optic labeling devices,
- complete factory performance data documenting conformance with the performance and testing standards referenced in this Item, including pre-installation test results of the cable system,
- installation, splicing, terminating and testing plan and procedures,
- documentation of final terminated or spliced fibers, function, and equipment designation,
- OTDR calibration certificate,
- post-installation, post termination, subsystem, and final end-to-end test results,
- loss budget calculation and documentation,
- complete parts list including names of vendors,
- complete maintenance and trouble-shooting procedures, and
- proof of minimum experience and completed projects.

4.12.1. **Installation Practice.** Submit for approval electronic copy of the Contractors Installation Practices 30 working days prior to installation. Submit installation practices and procedures and a list of installation, splicing and test equipment used. Provide detailed field quality control procedures and corrective action procedures.

4.12.2. **Manufacturer's Certification.** Accompany each reel of fiber optic cable with the manufacturer's test data showing the conformance to the requirements in this Item.

4.12.3. **Test Procedures.** Submit test procedures and data forms for the pre-installation, post-installation, subsystem, final end to end test, and loss budget calculations for approval. Test procedures will require

approval before performing tests. Submit 1 copy data forms containing data and quantitative results, as well as an authorized signature. Submit a copy of the OTDR results as a hard copy or electronic copy in PDF format including all OTDR traces and clearly identifying each event (fusion splice, jumper, connector, etc.) with the measured loss identified.

- 4.13. **Testing.** Perform tests in accordance with testing requirements in this Item, USDA RUS CFR 1755.900, and TIA/EIA-455-61 test specifications. For all tests, provide test forms to be used that compare measured results with threshold values.

4.13.1. **Test Methods.**

- 4.13.1.1. **Optical Time Domain Reflectometer (OTDR) Tests.** Use the OTDR to measure fiber optic cable for overall attenuation (signal loss dB/km), fiber cable length, and identify fiber optic cable anomalies such as breaks. Perform the following 4 OTDR tests:

- pre-Installation test (Acceptance test),
- post installation test,
- post termination test, and
- final end to end test.

OTDR Settings:

- generate a file name for each OTDR scan. The file name must indicate the location or direction the test was run from, as well as the fiber number being tested,
- set the "A" cursor at the beginning of the fiber trace and set the "B" cursor at the end of the fiber trace. The distance to cursor "B" indicates the length of the fiber cable segment being measured,
- match the index of refraction to the index of the factory report,
- set the loss indicator to dB/km for the acceptance test,
- the reflectance is automatically set internally by the OTDR,
- set the pulse width at a medium range. Change the pulse width to a slow pulse width when an anomaly occurs on the fiber trace so that it can be examined closely,
- set the average at medium speed. Change the average to slow when an anomaly appears on the fiber trace to allow for closer examination of the anomaly, and
- set wavelength at 2 windows for single mode cable: 1310 nm and 1550 nm.

Provide the current OTDR calibration certificate for the device used, showing the unit has been calibrated within the last year. Show all settings on test result fiber scans.

- 4.13.1.2. **Pre-installation Tests.** Test and record the fiber optic cable at the site storage area prior to installation.

Conduct bi-directional OTDR tests for each fiber strand. Test each optical fiber in the cable from one end with an OTDR compatible with wavelength and fiber type. Check testing for length, point discontinuity, and approximate attenuation. Record each measurement by color, location, and type of fiber measured. Perform a measurement from the opposite end of that fiber in case a measurement cannot be made from one end. Wait for notification if loss per kilometer exceeds manufacturer's test data by more than 0.5 dB/km or point discontinuity greater than 0.05 dB.

Perform this test within 5 days from receipt of the fiber optic cable. Test overall attenuation (dB/km), total cable length, anomalies, and cable problems. Test cable at both wavelengths (1310 nm and 1550 nm for single mode cable). Verify that the cable markings on the outer jacket are within 1% of the total cable length.

Compare factory test results with test results and return to manufacturer if test results are not identical to factory test results. If identical, document the test results. Deliver documentation for future reference.

- 4.13.1.3. **Post-installation Tests.** Re-test and re-record each optical fiber in the cable after installation, before termination, for loss characteristics. Test both directions of operations of the fiber.

Immediately perform the post installation test after the fiber optic cable has been installed. Test cable for overall attenuation, cable segment length, and evidence of damage or microbend with the OTDR. Replace any cable segment that is damaged during the test and document test results. Submit test results for approval.

Use the same OTDR settings for Post-Installation Tests as the Pre-Installation Tests.

4.13.1.4. **Post Termination Tests.** Perform the post termination test after the cable is terminated or spliced, including termination of fiber cable to fiber cable or fiber cable to fiber pigtail and fiber cable to patch panels. Check attenuation, fusion or termination point problems, and overall fiber cable segment. Determine if the attenuation and quality of the termination complies with these Specifications; if not, re-terminate the fiber and re-test until the Specification requirements are met. Test the fiber segment for attenuation and anomalies after termination acceptance. Document and submit test results after fiber segment acceptance.

4.13.1.5. **Subsystem Tests.** Perform network subsystem tests after integration to the fiber optic network. Test the capability of the fiber optic cable to transmit video and digital information from node to node. A node is defined as a communication cabinet, hub cabinet, surveillance cabinet, or hub building where network hub switches are located. Complete and submit approved data forms for approval.

Correct and substitute components in the subsystem if the subsystem tests fail and repeat the tests. Components may include: cable, jumper, patch panel module, or connector.

Prepare and submit a report if a component was modified as result of the subsystem test failure. Describe in the report the failure and action taken to remedy the situation.

4.13.1.6. **Final End-to-End Test.** Perform final end to end Test after fiber cable segments of the system are terminated using the OTDR and an optical Power Meter and Light Source (PMLS).

Perform the Part 1 of the final end to end test using OTDR:

- measure the overall fiber cable system length,
- measure the overall system attenuation, and
- check for anomalies.

Perform the Part 2 of the final end to end test using a PMLS:

- measure the absolute power of the fiber optic signal across all links, and
- check for anomalies.

Document and submit results after test acceptance.

4.13.2. **Loss Budget Calculation and Documentation.** Calculate the total loss budget of the system according to the following calculations and compare the actual loss in each segment of the system to the calculated budget. Submit the results for each section of fiber optic cable in tabular format reporting if the total loss is within the limits of these Specifications by noting "pass" or "fail" for each segment of fiber. A segment of fiber is defined as one that terminates at each end. Use the following calculations to determine the loss budget for each segment:

- splice loss budget = number of splices x 0.1 dB/splice,
- connector loss budget = number of connectors x 0.75 dB/connector,
- length loss budget = length of fiber optic cable (measured by OTDR) x 0.35 dB/km for 1310 nm wavelength or 0.25 dB/km for 1550 nm wavelength, and
- total Loss Budget = splice loss budget + connector loss budget + length loss budget.

Provide loss budget calculation equations on test form to be submitted as part of the documentation requirements. Provide threshold calculations described above along with measured results.

- 4.14. **Training.** Conduct a BISC or IMSA certified training class (minimum of 16 hr.) for up to 10 representatives designated by the Department on procedures of installation, operations, testing, maintenance and repair of all equipment specified within this specification. Submit to the Engineer for approval, 10 copies of the training material at least 30 days before the training begins. Conduct training within the local area unless otherwise authorized by the Engineer Include the following training material:
- NESC, NEC, and ANSI/TIA 590 code compliance,
 - fiber optic cable pulling and installation techniques,
 - use of installation tools,
 - splicing and terminating equipment and test instruments,
 - trouble shooting procedures, and
 - methods of recording installation and test data.
- 4.15. **Warranty.** Provide a warranty for all materials furnished in this Item. Ensure that the fiber optic cable, the splice enclosures, splice centers, and cable markers have a minimum of a 2 yr. manufacturer's warranty and that 95% of that warranty remains at the date of final acceptance by the Engineer. If the manufacturer's warranties for the components are for a longer period, those longer period warranties will apply. Guarantee that the materials and equipment furnished and installed for this project performs according to the manufacturer's specifications.

Ensure that the manufacturer's warranties for off-the-shelf equipment consisting of splice enclosures, splice trays, connectors, fiber jumper cables, and fiber patch panels are fully transferable from the Contractor to the Department. Ensure that these warranties require the manufacturer to furnish replacements for any off-the-shelf part or equipment found to be defective during the warranty period at no cost to the Department within 10 calendar days of notification by the Department.

Ensure that the manufacturer's warranty for fiber optic cable is fully transferable from the Contractor to the Department. Ensure that the warranty requires the manufacturer to furnish replacement fiber optic cable found to be defective during the warranty period at no cost to the Department within 45 calendar days of notification by the Department.

5. MEASUREMENT

Fiber optic cable installed, relocated and removed will be measured by the linear foot. Fiber optic splice enclosures, rack mounted splice enclosures and fiber optic patch panels will be measured by each unit installed. Splicing of Fiber Optic Cables will be measured by each fusion splice performed.

6. PAYMENT

6.1. Furnish and Install.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Fiber Optic Cable" of the various types, and number of fibers specified. This price is full compensation for furnishing and installing all cable; for pulling through conduit or duct; aerial installation; terminating; testing; and for materials, equipment, labor, tools, documentation, warranty, training and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Fiber Optic Splice Enclosure" of the various types and "Rack Mounted Splice Enclosure." This price is full compensation for furnishing and installing all enclosures whether aerial, underground, in cabinet or in building; and for materials, equipment, labor, tools, documentation, warranty, training and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Fiber Optic Fusion Splice" for each fusion splice

shown on the plans and performed. This price is full compensation for splicing; testing; and for materials, equipment, labor, tools, documentation, warranty, training and incidentals.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Fiber Patch Panel" of the various types and sizes specified. This price is full compensation for furnishing and installing all patch panels and terminating fibers on the panel as shown on the plans; and for materials, equipment, labor, tools, documentation, warranty, training and incidentals.

Conduit will be paid for under Item 618, "Conduit" and Special Specification 6016, "ITS Multi-Duct Conduit."

Electrical conductors will be paid for under Item 620, "Electrical Conductors."

- 6.2. **Install Only.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit bid price for "Fiber Optic Cable (Install Only)" of the various types, and number of fibers specified. This price is full compensation for installing fiber optic cable furnished by the Department; for pulling through conduit or duct; aerial installation; terminating; testing; and for materials, equipment, labor, tools, documentation, warranty, training and incidentals.

Conduit will be paid for under Item 618, "Conduit" and Special Specification 6016, "ITS Multi-Duct Conduit."

Electrical conductors will be paid for under Item 620, "Electrical Conductors."

- 6.3. **Relocate.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Relocate Fiber Optic Cable." This price is full compensation for relocating all cable, regardless of cable size; for pulling through conduit or duct; aerial installation; terminating; testing; and for materials, equipment, labor, tools, documentation, and incidentals.

- 6.4. **Remove.** The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Remove Fiber Optic Cable". This price is full compensation for removing all cable for salvage, regardless of cable size; testing; returning to the Department; and for materials, equipment, labor, tools, documentation, and incidentals.

Special Specification 6016

Intelligent Transportation System (ITS) Multi-Duct Conduit



1. DESCRIPTION

Furnish and install Intelligent Transportation System (ITS) multi-duct conduit identified for fiber optic communication use of the type and size specified. Provide conduit suitable for installation in an outdoor underground environment including constant immersion in water, mounted to retaining walls, and mounted above ground on the underside of a bridge without any degradation to the conduit.

2. MATERIALS

Provide new materials that comply with the details shown on the plans, the requirements of this Item, and the requirements of the following Items:

- Item 400, "Excavation and Backfill for Structures,"
- Item 401, "Flowable Fill,"
- Item 402, "Trench Excavation Protection,"
- Item 421, "Hydraulic Cement Concrete,"
- Item 445, "Galvanizing,"
- Item 476, "Jacking, Boring, or Tunneling Pipe or Box,"
- Item 618, "Conduit," and
- Item 620, "Electrical Conductors".

In addition, provide ITS multi-duct conduit meeting the requirements of the following Items:

- Underwriters Laboratories (UL) 651,2420, and 2515,
- National Electrical Manufacturers Association (NEMA) Standard TC-2,
- NEMA TC-7,
- NEMA TC-14B,
- National Electrical Code (NEC), and
- Departmental Materials Specification DMS 11030, "Conduit".

Provide underground ITS multi-duct conduit materials that have been tested and listed as defined in the NEC for the specific use to meet the following industry standards:

- Bellcore/Telcordia Technologies document GR-356,
- American Society for Testing and Materials (ASTM)-D1784, Standard Specification for Rigid (PolyVinyl Chloride) (PVC) Compounds and (Chlorinated Poly Vinyl Chloride) (CPVC) Compounds,
- ASTM-D1785, Standard Specification for Poly (Vinyl Chloride) (PVC) Plastic Pipe, Schedules 40, 80, and 120,
- ASTM-D2122, Standard Test Method for Determining Dimensions of Thermoplastic Pipe and Fittings,
- ASTM-F2160, Standard Specification for Solid Wall High Density Polyethylene (HDPE) Conduit Based in Controlled Outside Diameter,
- ASTM-D2412, Standard Test Method for Determination of External Loading, and
- ASTM-D3350, Standard Specification for Polyethylene Plastic Pipe and Fittings Materials.

Provide above ground ITS multi-duct conduit materials that have been tested and listed as defined in the NEC for the specific use to meet the following industry standards:

- ASTM-A90, Standard Test Method for Weight of Coating on Iron and Steel Articles with Zinc-Alloy Coatings,
- ASTM-D2105, Standard Test Method for Longitudinal Tensile Properties of "Fiberglass" (Glass-Fiber-Reinforced Thermoplastic-Resin) Pipe and Tube, and
- ASTM-D2444, Standard Test Method for Determination of the Impact Resistance of Thermoplastic Pipe and Fittings by Means of a Tup (Falling Weight).

3. EQUIPMENT

3.1. General Requirements.

- 3.1.1. **Pre-Assembled Multi-Duct.** Provide a pre-assembled multi-duct conduit system of the material type specified with a nominal 4 in. inner diameter round outer duct containing 4 factory installed 1.25 in. nominal diameter round inner ducts. Inner ducts must be held together in a square configuration by a system of spacers. The design of the spacers, which hold the individual conduits in formation, must be capable of locking them tightly together to prevent free twisting of the inner ducts.

For pre-assembled multi-duct, provide a single protective end cap for each bundled 10 ft. or 20 ft. conduit sections, factory bends, and fittings.

- 3.1.2. **Fittings.** Provide all required sweeps, bends, repair couplings, ground box termination kits, alternative outer ducts, adapters, preassembled split repair kits, lubrication access fittings, tug-plugs, slit-inner duct plugs, hangers, brackets, expansion joints, and accessories to complete the conduit system as incidentals.

- 3.1.3. **Flexural Modulus.** Do not exceed the ovality of the conduit system by 5%.

3.1.4. Environmental Requirements.

For underground construction, provide conduit that will perform in an ambient temperature range of -30°F to 122°F without degradation of material properties In accordance with the NEC.

For above ground conduit construction, provide conduit that performs in an ambient temperature range of -60°F to 200°F without degradation of material properties.

- 3.1.5. **Corrosion Resistance.** Provide a conduit system that is resistant to most harsh chemicals and protected against degradation due to oxidation or general corrosion.

- 3.1.6. **Direct Bury.** Provide a conduit system capable of being installed by trenching or boring as shown on the plans.

- 3.1.7. **Free of Defects.** Provide a conduit system free of visible cracks, holes, or other physical defects that would degrade its performance.

- 3.1.8. **Uniformity.** Provide conduit that is uniform as practical in respect to overall dimensions, color, density, and thickness.

- 3.1.9. **Stabilization.** Provide conduit with a UV light stabilizer which will protect it, for a minimum of 12 mo., from degradation due to prolonged exposure to direct sunlight.

- 3.1.10. **Conduit Identification.** Provide conduit with a durable identification labeling showing the name and trademark of the manufacturer, conduit size, date of manufacture and "TxDOT - Fiber Optic Cable System" identification.

- 3.1.11. **Grounding.** Provide a bare copper No. 8 AWG system grounding conductor, in accordance with Item 620, "Electrical Conductors", in 1 inner duct of the conduit duct system if no other cable is to be installed in the conduit system for use as a grounding conductor between ground boxes.
- 3.2. **Outer Duct.**
- 3.2.1. **PVC Multi-Duct.** Provide heavy walled Schedule 40 polyvinyl chloride (PVC) or heavy walled Schedule 80 PVC outer duct with a nominal inside diameter (ID) of 4 in. as shown on the plans or as directed for underground construction. Provide minimum 20 ft. sections of conduit.
- Incorporate a longer integral bell in place of the standard 3-1/2 in. bell to accommodate the length of the coupling body.
- Provide 4 in. Schedule 40 conduit with an average outside diameter (OD) of 4.5 in. and a minimum wall thickness of 0.237 in..
- Provide 4 in. Schedule 80 conduit, or equivalent with an average OD of 4.75 in. and a minimum wall thickness of 0.337 in. When providing an equivalent to Schedule 80, provide independent laboratory testing certifications showing the equivalent product meets or exceeds performance and testing requirements to that of Schedule 80.
- 3.2.2. **Rigid Metal Multi-Duct.** Provide galvanized rigid metal conduit (RMC) outer duct with a nominal ID of 4 in. as shown on the plans or as directed. Provide a minimum 10 ft. section of conduit.
- Provide 4 in. RMC with an average OD of 4.5 in. and a minimum wall thickness of 0.225 in.
- 3.2.3. **Fiberglass Multi-Duct.** Provide, bullet resistant, pure, high grade, reinforced thermosetting resin conduit outer duct with a nominal ID of 4 in. as shown on the plans or as directed. Provide a minimum 10 ft. section of conduit.
- Provide 4 in. fiberglass conduit with a minimum OD of 4.25 in. and a minimum wall thickness of 0.250 in.
- 3.3. **Inner ducts.** Provide inner duct Schedule 40 PVC or High Density Polyethylene (HDPE) conduit with a 1.25 in. nominal diameter. Extrude inner ducts in a controlled OD fashion.
- 3.3.1. **Spacers.** Hold together the inner ducts with spacers located throughout each section of conduit. Factory install the system of spacers to hold inner ducts in place during transport and maintain alignment within the outer duct. Mold spacers from high impact plastic, and be factory certified to withstand all handling pressures and stresses.
- 3.3.2. **Longitudinal Ribbing.** For HDPE inner ducts, incorporate longitudinal ribbing and permanent dry lubricant that is extruded to provide friction reduction in cable installation.
- 3.3.3. **Identification by Color.** Provide inner ducts that are uniquely defined by the extrusion of a different color for each of the inner ducts; colors must be orange, yellow, red, and black.
- Provide black inner duct that is placed directly in line with the manufacturer's identification on the outer duct for ease of identification and installation.
- Duct designated for backbone fiber will be black in color; duct designated for distribution fiber will be orange and red in color; and duct designated for drop (field cabinet) fibers cable will be yellow in color.
- 3.3.4. **Pull Cord.** Provide a flat pull cord in all empty inner ducts. Provide a pull cord with a tensile strength of 1,250 lb. minimum and have foot markings to determine length installed.

- 3.4. **Fittings.** Provide fittings with the same material to the connecting conduit unless otherwise shown on the plans.
- 3.5. **Coupling Body.** Provide a factory installed primary coupling body that is manufactured as a hard plastic coupling body incorporating conical shaped target areas to accommodate self-alignment of each inner duct upon field assembly.
- Provide a coupling body that incorporates sealing devices to facilitate field assembly and prevent water and foreign material leakage from outside the multi-duct system and to prevent air leakage from inside the inner ducts. Assemble solely by hand without use of special tools such that no lubricant will be required for field assembly of this conduit system.
- Provide the coupling body with its sealing members sealing the outer walls of the inner ducts and the inner wall of the outer duct providing an airtight seal from within the inner duct system and a watertight seal from the outside of the outer duct.
- Provide the gasket or sealing members that is an anti-reversing design in such that the lengths of conduit stay joined together without the need for solvent cement.
- Provide the field connection end of the internal coupling body that incorporates shaped target areas to accommodate self-alignment of the inner ducts with bore openings during field assembly.
- Provide the coupling body that has one of the bore openings on the field assembly side uniquely identified to facilitate proper continuous inner duct alignment during field assembly.
- The coupling body must seal the inner duct so that after the application of 100 psi to an inner duct, the inner duct must be capable of maintaining a minimum of 15 psi for 24 hr. Employ an approved independent commercial testing laboratory to perform the above test. Submit certified reports of test to Department.
- 3.6. **Expansion Joints.** Provide expansion joints having a material similar to the connecting conduit unless otherwise shown on the plans.
- Use conduit expansion fittings at structure expansion joint crossings.
- 3.7. **Termination Kits.** Provide end or pass-through termination kits from the same conduit manufacturer for termination in ground boxes and junction boxes.
- Ensure a watertight seal of conduit to structure wall when terminating conduit.
- 3.8. **Multi-Duct Sweeps.** Conduit deflection should not deviate more than 1 in. horizontally or vertically per foot (1:12) of running length of conduit. Long conduit sweeps should be used wherever possible to change conduit direction in order to reduce the pulling tension required during cable installation.
- For conduit deflection at obstructions, utilities, or transitions to structures where the 1:12 deflection requirement above or long sweeps are not possible, use complete conduit manufactured minimum 36 in. radius sweeps (11-1/4°, 22-1/2°, 30°, 45°, and 90° angles) complete with bell and spigot. Do not field bend conduit.
- 3.9. **Fiber Optic Cable Route Markers.** Furnish tubular delineator markers, minimum 6 ft. in length and a minimum 3 in. OD, and constructed of Type III HDPE material. Provide marker assemblies that are orange in color and ultraviolet stabilized to help prevent components from color fading, warping, absorbing water, and deterioration with prolonged exposure to the elements. Refer to the Standard Details for details of the text on the decal that should be affixed to each marker. Ensure that all markers furnished on this project are new and consistent in appearance.

Install markers using a method that firmly and securely anchors the marker a minimum of 1 ft. into the ground to prohibit twisting and easy removal. When located at an ITS ground box, marker may be placed within the concrete riprap apron avoiding rebar reinforcement. Spacing between markers should not exceed 1,000 ft. or as shown on the plans and placed at significant changes in direction such as a 90° turn. Do not place markers in any roadway paved surface.

4. CONSTRUCTION

- 4.1. **Underground Construction.** Place conduit in accordance with the lines, grades, details and dimensions shown on the plans or as directed. Maintain constant slope to prevent water from being trapped in the conduit system.

Ream all conduit ends to remove burrs and sharp edges.

Install underground conduit system a minimum of 42 in. from ground surface to the top of the conduit unless otherwise directed or to avoid utility conflicts or field conditions. When conditions require trench depths greater than 5 ft., provide trench protection in accordance with Item 402, "Trench Excavation Protection." Install conduit in accordance with the requirements of the NEC and USDA RUS.

Fasten all external conduit placed on structures with conduit straps or hangers as shown on the plans or as directed. Conduit straps, hanger systems, and junction boxes are incidental to this Item.

Fit the conduit terminations with bushings or bell ends with duct plugs. Seal inner ducts with duct plugs within 24 hr. of conduit placement. This includes but is not limited to intermediate or incomplete sections of conduit system prior to conduit splicing or termination in ground boxes.

Document Global Positioning System (GPS) coordinate points, in NAD83, and provide to the Department for shifts or deviations of the ITS multi-duct alignment from the plans required to avoid obstructions or utilities. GPS coordinate points to be recorded at the point of curvature and point of tangent for horizontal or vertical transitions and include installed depth.

- 4.1.1. **Proofing.** Prior to installation of cables or final acceptance, pull a spherical template having a diameter of not less than 75% of the inside diameter of the inner duct through the inner duct to insure that the inner duct is free from obstruction. At the conclusion of proofing, fit ends of all empty inner ducts with duct plugs or caps within 24 hr.

- 4.2. **Trench Construction.** Provide minimum Schedule 40 PVC conduit when conduit is installed through trenching method unless otherwise shown on the plans or as directed.

Provide a 2 in. minimum layer of sand at the bottom of the trench to serve as a bedding material for construction.

Provide conduit spacers made of a non-metallic material designed for installation underground and encased in concrete. Spacers should be of the type recommended by the conduit manufacturer and designed with an interlocking device and stackable to relieve the conduit of both horizontal and vertical stress. Provide spacers sized appropriately for the conduit with a minimum height of 2 in. spaced at 5 ft. intervals throughout the trench. Set conduit spacers directly on the sand bedding. Spacers must be anchored to prevent floating of conduit system and maintain constant slope.

Conduit system will be encased in the following materials based on depth of trench:

- 4.2.1. **Greater than 24 in.** For trench depths greater than 24 in. from the ground surface to the top of the ITS multi-duct conduit, encase the conduits in flowable fill to an elevation of 6 in. above the top of conduit in accordance with Item 401, "Flowable Backfill," or Class B concrete, maximum aggregate size 5, in accordance with Item 421, "Hydraulic Cement Concrete." Class B concrete at the discretion of the Engineer and will be shown on the plans. Backfill above encasement as defined in Section 4.2.3.

- 4.2.2. **Less than 24 in.** When a trench depth less than 24 in. is required, encase the conduits in Class B concrete, maximum aggregate size 5, to an elevation of 6 in. above the top of conduit in accordance with Item 421, "Hydraulic Cement Concrete." Backfill above encasement as defined in Section 4.2.3.
- 4.2.3. **Excavation and Backfill.** Trench, excavate, and backfill as shown on the plans and in accordance with Item 400, "Excavation and Backfill for Structures."
- 4.2.4. **Marking Tape.** Place a 4 in. wide detectable underground metalized mylar conduit marking tape over the ITS conduit at a minimum depth of 1 ft. below grade when no other electrical marking tape required or 8 in. below electrical marking tape when provisioned under Item 618, "Conduit".
- Imprint the marking tape "TxDOT Conduit and Fiber Optic Cable System - Call TxDOT Before Proceeding" every 18 in.
- 4.2.5. **Restoration of Trench Areas.** Where existing surfacing is removed for placing conduit, repair by backfilling with material equal in composition and density to the surrounding areas and by replacing any removed surfacing, such as asphalt pavement or concrete riprap, with like material to equivalent condition in accordance with Item 400, "Excavation and Backfill for Structures."
- 4.3. **Boring Construction.** Jacking and boring when required will be in accordance with Item 476, "Jacking, Boring, or Tunneling Pipe or Box"..
- When boring under pavement shallower than 48 in. from finish grade to top of conduit, provide Schedule 40 steel casing under pavement to encase the conduit system as shown on the plans unless otherwise directed. Provide steel casing of a size to accommodate all conduits in addition to 20% space capacity for pulling conduits through the steel casing. Steel casing will be furnished in accordance with this Item.
- During boring operation, locate bore head every 10 ft. along the bore path and before traversing underground utilities or structures. Use digital walkover locating system to track bore head during boring operation. Ensure locating system is capable of determining pitch, roll, heading, depth, and horizontal position of the bore head and document this information at the intervals specified above for as-built information..
- 4.4. **Above Ground Construction.** Place conduit in accordance with the lines, grades, details and dimensions shown on the plans or as directed. Maintain constant slope to prevent water from being trapped in the conduit system.
- Provide rigid metal conduit or fiberglass conduit for outer duct when system is mounted externally along a bridge or above ground structure. Provide fiberglass or other non-corrosive outer duct for coastal Districts where conduit is exposed to corrosive environments due to salt in the air.
- Provide rigid metal conduit outer duct that is hot-dipped galvanized in accordance with Item 445, "Galvanizing."
- Ground rigid metal conduit in accordance with the Department's Electrical Details and in accordance with the NEC.
- Provide fiberglass conduit that is bullet resistant, heavy walled, pure, high grade, reinforced thermosetting resin conduit.
- Provide conduit, elbows, and fittings that are manufactured from the same resin, hardener, or glass systems manufactured by the same filament wound system.
- 4.5. **Testing.** Perform tests in accordance with industry testing requirements identified in Article 2, "Materials."
- 4.5.1. **General.** Furnish certified documentation from an independent testing laboratory documenting compliance with all ASTM, NEMA, NEC, UL, and Telcordia Technologies standards as referenced in this Item.

Provide test procedures and blank test forms and conduct performance tests for all materials and equipment not previously tested and approved. If technical data is not considered adequate for approval, samples may be requested for test. The Contract period will not be extended for time lost or delays caused by testing prior to final approval of any items.

Compare the results of each test with the requirements of this Item. Failure to conform to the requirements of any test must be identified as a defect and the materials will be subject to rejection by the Engineer. Offer rejected materials again for retest provided all non-compliances have been corrected and retested by the Contractor with evidence submitted to the Engineer.

- 4.5.2. **Examination of Product.** Examine each conduit system component prior to installation carefully to verify that the materials, design, construction, markings, and workmanship comply with the requirements of this Item.
- 4.5.3. **References.** The ITS multi-duct conduit system supplier must submit 3 references, preferably State Departments of Transportation, where this supplier's conduit system has functioned successfully for a period of no less than 1 yr. Include current name and address of organization, and the current name and telephone number of an individual from the organization who can be contacted to verify system installation. Provide this information with documentation submittal. Failure to furnish the above references will be sufficient reason for rejection of the supplier's equipment.
- 4.6. **Documentation Requirements.** Submit documentation of the conduit system consisting of the following for Engineer approval 30 days prior to installation:
- manufacturer specifications or cut sheets for all components of the conduit duct system,
 - laboratory certified material test reports documenting conformance with pertinent standards identified under Article 2, "Materials",
 - GPS coordinates,
 - pre-installation test procedures,
 - post-installation test procedures, and
 - as-built of installed conduit system.

5. MEASUREMENT

ITS multi-duct conduit will be measured by the linear foot of the multi-duct conduit system.

Fiber optic cable road marker will be measured by each maker furnished and installed.

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided for under "Measurement" will be paid for at the unit price bid for "ITS Multi-Duct Conduit" of the types and construction method specified. This price is full compensation for furnishing and installing conduit; for jacking, boring, steel encasement, excavating, furnishing, and placing backfill; concrete encasement; replacing pavement structure, sod, riprap, curbs, or other surface; testing of the conduit system; for furnishing and installing all fittings, clamps, sweeps, bends, repair couplings, adapters, ground box or manhole termination kits, pre-assembled split repair kits, lubrication access, fittings, hangers, brackets, junction boxes, expansion joints, concrete, and detectable underground metalized mylar conduit marking tape; pull cords, and for all labor, tools, equipment and incidentals necessary to complete the work.

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Fiber Optic Cable Road Marker." This price is full compensation for furnishing and installing all cable markers; and for materials, equipment, labor, tools, documentation, warranty, training and incidentals.

Copper grounding conductor will be paid under Item 620, "Electrical Conductors."

This Item applies only to ITS multi-duct conduit. Any other conduit for communication or electrical use will be in accordance with and paid for under Item 618, "Conduit."

Special Specification 6058

Battery Back-Up System for Signal Cabinets



1. DESCRIPTION

Install a Battery Back-Up System (BBU System) for traffic signals that will provide reliable emergency power in the event of utility power failure or interruption. The system will also function as a power conditioner and/or voltage regulation device.

A BBU System consists of inverter/charger, manual bypass switch, power transfer switch or automatic bypass switch, batteries, battery monitoring device, wiring, external cabinet or stand-alone cabinet, concrete pad, all necessary hardware and software, and all associated equipment required to operate in a field environment.

The BBU System shall be capable of operating an "LED only" signalized intersection (700W load) for 4 hours of full runtime when utility power is disabled and under ambient temperatures of 25oC. The BBU System shall switch the intersection to flash mode of operation when approximately 40% of battery charge is remaining, via relay contact connection points on the front panel of the unit. The BBU system shall operate the intersection in the flash mode of operation (300W load) for an additional 2 hours. BBU system components shall be rated for a minimum 1400W load capacity.

The BBU shall be designed for outdoor applications in accordance with NEMA TS2-2003, Section 2. All components of the BBU system shall be rated to operate under temperature extremes of -34oC to +74oC.

2. DEFINITIONS

- 2.1. **Automatic Bypass Switch.** A unit connected between the utility power supply and the inverter/charger which can automatically switch power to the controller cabinet service panel from inverter output power to utility line power.
- 2.2. **Battery Back-Up System (BBU System).** The battery back-up system includes, but is not limited to, a manual bypass switch, automatic bypass switch or power transfer switch, inverter/charger, batteries, battery monitoring device, wiring, external cabinet and all necessary hardware for system operation.
- 2.3. **Battery Back-Up System Software.** All software associated with operation, programming and functional requirements of the BBU system.
- 2.4. **Battery Monitoring Device.** The device which monitors battery temperatures and charge rate of the batteries used in the BBU system.
- 2.5. **Batteries.** Standard 12V batteries wired in series to create a 36VDC to 96VDC voltage storage.
- 2.6. **Boost.** When enabled, the BBU inverter/charger shall automatically switch into this mode to raise the utility line voltage when it drops below a preset limit. The limit may be user defined or use manufacturer default settings (typically 100V AC).
- 2.7. **Buck.** When enabled, the unit shall automatically switch into this mode to reduce the utility line voltage when it rises above a preset limit. The limit may be user defined or use manufacturer default settings (typically 135V AC).
- 2.8. **External or Stand-Alone Cabinet.** The structure which houses the system components and/or batteries for the BBU System.

- 2.9. **Inverter/Charger.** The unit which converts the DC voltage input into 120 VAC output for the traffic signal cabinet to operate. As a minimum the inverter/charger shall be rated for 1400 watts.
- 2.10. **Inverter Line Voltage.** The power supplied from the BBU system to the traffic signal cabinet from the BBU System inverter.
- 2.11. **Manual Bypass.** Manual switch that allows user to bypass BBU power to service system equipment. Manual bypass switch switches utility line power directly to cabinet.
- 2.12. **Power Transfer Switch.** A unit connected between the utility power supply and the inverter/charger which can automatically switch from utility line power to inverter output power. The power transfer relay may be a separate unit or combined with the manual bypass switch. In the event of battery voltage loss, the power transfer switch will automatically return to utility line power.
- 2.13. **Signal Operation Mode.** A signalized intersection generating a 700W load when running in normal operation.
- 2.14. **Signal Flash Mode.** A signalized intersection generating a 300W load when running in the flash mode of operation.
- 2.15. **Utility Line Voltage.** The 120V AC power supplied to the BBU system.

3. EQUIPMENT

Ensure electrical materials and construction methods conform to the current NEC and additional local utility requirements. Furnish battery back-up systems prequalified by the Department. The Traffic Operations Division maintains a Material Producer List (MPL) of prequalified battery back-up systems. Ensure all materials and construction methods conform to the details shown on the plans, the requirements of this Item, and the pertinent requirements of the following Items:

- Item 420, "Concrete Substructures"
- Item 620, "Electrical Conductors"

Provide and install a BBU system that is able to fulfill the following requirements:

- 3.1. **Method of Operation.** The BBU system shall operate using one or more of the following methods:
- 3.1.1. **Buck and Boost Method.** When the buck and boost functions are enabled they shall set the upper and lower control limit allowable for the utility line voltage.
- If the utility line voltage fluctuates above or below the buck and boost values, the BBU system shall raise or lower the voltage by approximately 10-15% of the utility line voltage in an attempt to bring the voltage back into the upper and lower control limits. Buck and boost shall have preset manufacturer defaults.
- If the utility line voltage falls above or below the functional capabilities of buck and boost, then the BBU system will transfer power from the utility line voltage to the inverter line voltage.
- 3.1.2. **Stand-by Method.** The stand-by method shall set upper and lower control limits for the utility line power. If the utility line voltage falls above or below the upper or lower control limits, then the BBU system will transfer power from the utility line voltage to the inverter line voltage.
- 3.1.3. **Continuous Operating Mode, Double Conversion Method.** The continuous method supplies the cabinet with inverter line voltage at all times. This method requires the disabling of buck and boost functions.
- 3.2. **System Capabilities.** The BBU system shall be capable of providing 1400W peak load, with a minimum of 80% inverter efficiency, for at least 10 seconds.

The BBU system shall be capable of providing 700W signal operation load for a minimum of 4 hours, and then switching to and providing 300W signal flash load for an additional 2 hours minimum, when batteries are fully charged.

When the BBU system is running on battery power, the inverter/charger shall be capable of allowing the voltage at which the transition from normal operating load to flash mode occurs (usually 47.5V) to be selected by a user, via relay contacts and connection points on the front panel of the inverter/charger.

The transfer time allowed, from disruption of normal utility line voltage to stabilized inverter line voltage from batteries, shall be less than 65 milliseconds. The same allowable transfer time shall also apply when switching from inverter line voltage to utility line voltage.

The BBU system shall bypass utility line voltage whenever the utility line voltage is outside of the manufacturer's default, or a user-programmed voltage range, $\pm 2\text{VAC}$.

When the utility line power has been restored to a normal operating voltage for more than a user defined setting (default 30 seconds), the BBU system shall transfer from inverter line voltage to utility line voltage. The BBU system shall be equipped to prevent a malfunction feedback to the cabinet or from feeding back to the utility service.

The BBU system shall be compatible with TS1, TS2 and Model 170/2070 controllers and cabinet components for full run-time operation.

Unless the plans indicate otherwise, provide a BBU in an external battery cabinet. When indicated by the plans, provide a BBU system that can be shelf-mounted in NEMA TS-1 and TS-2 cabinets, or rack-mounted for Model 170/2070 332 cabinets. Provide a manual bypass that is capable of shelf mounting or that can be attached to the side of the signal cabinet. Provide interconnect cables that are no less than 10 ft. in length.

Relay contact wiring for each set of NO/NC relay contact closure terminals shall be no less than 6 feet long and #18 AWG wire. Use manufacturer recommendations for size of wire for any cables lengths greater than 10 feet.

The BBU system shall have lightning surge protection compliant with IEEE/ANSI C.62.41 latest edition and meeting all current UL1449 standards. Lightning surge protection shall be provided to the utility line voltage coming into the inverter/charger. The surge protection device shall be easily accessible and mounted externally from the inverter/charger.

The BBU system, including batteries and hardware, shall be easily replaceable and shall not require any special tools for installation.

The BBU system shall operate in automatic "fail-safe" mode. Should a breaker trip on the inverter/charger and/or the power transfer switch, the system will automatically operate from utility line power and bypass the BBU system.

As stated above, in addition to the inverter/charger, the BBU shall be provided with both an external manual bypass switch and either an external automatic transfer switch or external automatic bypass switch.

The BBU system shall be capable of logging up to 100 events. Events shall date- and time-stamp faults with utility line voltage and battery voltages. At the minimum, the BBU system shall log an event when:

- the utility line voltage falls above or below the upper or lower control limits,
- the BBU system automatically switches to battery power, and
- when self-monitoring BBU system components fail.

3.3. **Displays, Controls, Diagnostics and Maintenance.** The BBU system shall include a front panel display. All applicable programmable functions of the operational methods described in this specification shall be viewable from the front panel display.

All events described in Section 3.2, "System Capabilities" shall be viewable from the front panel display.

The BBU system software shall be programmable from the front panel of the inverter/charger by means of a keyboard or momentary buttons allowing user to step through menu driven software.

A 10/100 Ethernet port shall be provided on the front panel of the inverter/charger.

A RS232 port shall be provided on the front panel of the inverter/charger.

The BBU system software shall be provided for the operational needs of the BBU system. The user/operator shall be able to access all system software via the Ethernet and RS232 ports on the front panel of the inverter/charger. The user shall be able to read logged events and change programmable parameters from the keyboard, laptop or local area network via the Ethernet port.

System software shall be upgradeable via the RS232 port on the front panel of the inverter/charger.

- 3.4. **Inverter/Charger.** The inverter/charger is the unit that provides the voltage regulation; power conditioning of utility line power; convert the DC voltage input into 120 VAC output for the traffic signal cabinet to operate; provides emergency backup power upon loss of utility power and provides for temperature compensated battery charging. As a minimum the inverter/charger shall be rated for 1400 watts. Provide a minimum of 6 sets of normally open (NO) and normally closed (NC) single-pole double-throw dry contact relay closures on the front face of the inverter/charger and labeled so as to identify each contact. The relay closures shall consist a set of NO/NC contact closures that shall be energized whenever the unit switches to battery power (contact shall be labeled or marked as "On Battery" or equivalent) and a second set of NO/NC contact closures shall be energized whenever the battery approaches 40% remaining capacity (contact shall be labeled or marked as "Low battery" or equivalent), which will determine when the unit will switch from normal operation to flash. A third set of NO/NC contact closures shall be energized after a user settable time after the unit switches to battery power. The contact may be labeled "Timer. The remaining relays shall be user definable.

Operating temperature range for both the inverter/charger and power transfer relay shall be -34°C to +74°C. When battery power is used, the BBU system output voltage shall be between 110VAC and 125VAC, pure sine wave output, $\leq 3\%$ THD, 60Hz ± 3 Hz.

- 3.5. **Manual Bypass Switch.** The manual bypass switch shall be provided as a separate unit external to the inverter/charger unit. The manual bypass switch shall consist of housing, two position switch, terminal blocks, internal wiring, service outlet, circuit breakers and mounting hardware. All components shall be rated at a minimum of 240VAC / 30 amp. Provide the manual bypass switch with # 8 terminal blocks. The manual bypass switch shall be 2 position and allow the user to switch utility line power directly to the cabinet service panel. The switch positions will provide the following functions. In the "Bypass" position the inverter is bypassed, utility power is removed from the BBU and passed directly to the signal power panel. In the "UPS" position the inverter / switch is powered and the signal circuits are supplied by the output of the inverter. When the manual bypass switch is in the "Bypass" position the user may replace the automatic bypass switch (or transfer switch) and the inverter/charger without interrupting power to the intersection. Provide the manual bypass switch with over current protection (20 Amp circuit breaker).

- 3.6. **Power Transfer Switch.** These requirements are for BBU systems provided with a power transfer switch. The power transfer switch will operate such that the inverter/charger input and cabinet power panel are supplied with power from the utility line, in the event that the utility line power is lost or requires conditioning (buck or boost) the power transfer switch will automatically connect the inverter/charger output to the cabinet power panel such that the inverter/charger output provides the power. In the event of inverter/charger failure, battery failure, or complete battery discharge, the power transfer shall revert to the NC (de-energized) state, where utility line power is connected to the cabinet service panel.

All wire to the power transfer switch from the manual bypass switch, to and from the inverter/ charger and from the manual bypass switch to utility power service shall be sized accordingly with system requirements.

- 3.7. **Automatic Bypass Switch.** These requirements are for BBU systems provided with an automatic bypass switch. The automatic bypass switch will operate such that the inverter/charger input is supplied with power

from the utility line and the cabinet power panel is supplied with power from the output of the inverter/charger. In the event of inverter/charger failure, battery failure, or complete battery discharge, or other loss of power from the output of the inverter/charger, the automatic bypass switch shall revert to the NC (de-energized) state, where utility line power is connected to the cabinet service panel.

3.8. **Batteries.** Provide batteries from the same manufacturer/vendor of the BBU system.

Individual batteries shall be 12V type, and shall be easily replaceable and commonly available for purchase by common off-the-shelf equivalent.

Batteries shall be sized and rated to operate a 700W load for 4 hours (normal operation) followed by a 300W load for 2 hours (flash operation) for a total of 6 hours.

Battery configuration shall consist of 12V batteries arranged for total voltages of 36V, 48V, 60V, 72V, 84V or 96V.

Batteries shall be deep-discharge, sealed prismatic lead-calcium based, valve-regulated maintenance-free batteries.

Batteries shall operate over a temperature range of -34°C to +74°C.

Batteries shall indicate maximum recharge data and recharging cycles, and manufacturer defaults on the inverter/charger shall not allow the recharging process to exceed the batteries maximum values.

Battery interconnect wiring shall connect to the inverter unit via modular harness with red and black cabling that terminates into a typical power pole style connector. Harness shall be equipped with mating power flag style connectors for batteries and a single insulated plug-in style connection to inverter/charger unit. Harness shall allow batteries to be quickly and easily connected in any order and shall be keyed to ensure proper polarity and circuit configuration. A fusible link or device sized accordingly with system requirements and to protect against currents exceeding each battery current rating shall be provided within 3 inches of the negative and positive leads of each battery. Fusible links shall be insulated stranded wire.

Insulated covers shall be provided at the connection points (post) as to prevent accidental shorting.

Battery cables provided to connect battery to battery harness main cable shall be a minimum of 18 in. or long enough to accommodate the battery covers provided with the battery ground box, whichever is longer. Battery harness shall be sized accordingly with system requirements.

3.9. **Battery Monitoring System.** The BBU system shall use a temperature-compensated battery charging system. The charging system shall compensate over a range of 2.5 – 4.0 mV/°C per cell.

The temperature sensor shall be used to monitor the temperature and regulate the charge rate of the batteries. Unless required otherwise by the plans the temperature sensor wire shall be as follows:

- 8 feet long if external side-mounted cabinet is attached to existing controller cabinet.
- 8 feet long if batteries are housed in traffic signal base used for cabinet foundation and batteries are stored on shelf within base.
- 8 feet long if stand-alone cabinet is used.

Should the temperature sensor fail, the inverter/charger shall not allow the BBU system to overcharge the batteries. The BBU system shall provide an alarm should the temperature sensor fail.

Recharge time for the batteries to obtain 80% or more of full battery charge capacity shall not exceed 20 hours at 21°C (70°F).

Batteries shall not be charged when battery temperature exceeds 50°C.

The BBU system shall monitor battery strings within a system and set a fault indicator if battery voltage falls below normal operating voltage.

- 3.10. **Battery Housing.** Unless plans require otherwise, project an external battery cabinet or stand-alone BBU/battery cabinet as specified below.

- 3.10.1. **External Battery Cabinet.** The external cabinet shall be NEMA type 3R all-aluminum with stainless-steel hardware, or approved equivalent. The external cabinet shall be designed to attach on the side of a TS2 size 6 base-mount cabinet. The batteries, inverter, transfer switches, manual bypass and all associated hardware shall be housed in the external cabinet.

The external cabinet shall be equipped with proper ventilation, electric fan, and air filter in accordance with TS2 standards.

External cabinets will be equipped with a door opening to the entire cabinet. The door shall be attached to the cabinet with a full length stainless steel piano hinge or four, two-bolts per leaf, hinges. The door shall be provided with the same latch and lock mechanism as required for standard traffic signal cabinet. In addition, a padlock clasp will be provided.

When using battery ground boxes, an external cabinet is required for the non-battery components. .

- 3.10.2. **Stand-Alone BBU/Battery Cabinet.** When required for installation by the plans a stand-alone cabinet in accordance with the following shall be provided.

The stand-alone cabinet shall conform to all the specifications of the External BBU/Battery Cabinet, except that it will not mount to the controller cabinet. The stand-alone cabinet shall be designed to attach to a concrete pad.

- 3.11. **Concrete Pad.** Provide a Class B concrete pad as a foundation for stand-alone cabinets of the size shown in the plans. For external cabinets, extend the controller foundation to provide a class B concrete pad under the external cabinet of the size shown in the plans.

- 3.12. **Documentation.** Operation and maintenance manuals shall be provided. The operation manual shall include a block diagram schematic of all system hardware components. The manual shall include instructions for programming and viewing software features. The manual shall include all uploading/downloading (communications protocol) requirements via RS232 or Ethernet port.

Board level schematics shall be provided when requested.

Battery documentation and replacement information shall be provided.

- 3.13. **Testing.** The Department reserves the right to do testing on BBU systems to ensure Quality Assurance on unit before installation and random sampling of units being provided to the State. BBU systems that fail will be taken off the Qualified Products List (QPL).

Department QPL testing procedures will check compliance with all the criteria of this specification including the following:

- Event logging for fault/alarm conditions
- Demonstrated use of one or more of the operating methods described in Section 3.1., "Method of Operation."
- Testing of ability to power a 700W load for 4 hours, transfer to flash mode and power a 300W load for 2 additional hours, at an ambient temperature of +25°C.
- Testing of all components in environmental chamber (temperature ranges from -30°C to +74°C) following NEMA TS2 2003 standards, Section 2.

- 3.14. **Warranty, Maintenance and Support.** Provide a BBU containing a warranty that requires the manufacturer to replace failed BBUs when non-operable due to defect in material or workmanship within five years of date of purchase from manufacturer. Supply a BBU with no less than 95% of the manufacturer's warranty remaining on the date that the BBU is installed and begins operating. The replacement BBU must meet requirements of this specification. The Contractor will handle all warranty issues until the date of final acceptance.

Batteries shall be warranted for full replacement for 5 years. Batteries shall be defined as bad if they are not able to deliver 80% of battery rating.

4. MEASUREMENT

This Item will be measured by each BBU system installed.

5. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "BBU System" of the type (type of BBU cabinet) specified. This price is full compensation for furnishing, installing, and testing the completed installation, BBU system and associated equipment, mounting hardware, class B concrete pad, software, conduit, conductors; and equipment, labor, tools; and incidentals.

Special Specification 6158

Trailer Mounted Solar Powered Radar Speed Control Monitor



1. DESCRIPTION

Provide, maintain and remove upon completion of work, trailer mounted solar powered radar speed control monitors as shown on the plans or as directed.

2. EQUIPMENT

Provide a trailer mounted solar powered radar speed detection radar unit with light emitting diode (LED) display panel. Unit must be used by the Contractor to alert motorists of work zone speeds and excessive speed for their safety and that of the Contractor's and Department's personnel. Any unit furnished under this specification must be in good working condition.

Use equipment in accordance with the manufacturer's directions.

- 2.1. **Batteries.** Provide unit equipped with a minimum of two, heavy duty, deep cycle batteries which will power the unit 24 hr. a day for a minimum of 12 days without the assistance of the solar panels.
- 2.2. **Battery Regulator and Recharging System.** Provide unit equipped with an internal controller that regulates the amount of current delivered to the batteries and prevents overcharging. The manufacturer's standard charger must also be provided to recharge the batteries from a standard 120 VAC source.
- 2.3. **Solar Panels.** Provide unit equipped with solar panels which generates sufficient power to enable the system to continually recharge the batteries.
- 2.4. **Radar Device.** Ensure unit is equipped with the manufacturer's radar device that measures speed in miles per hour.
- Provide radar device that detects speeds of oncoming vehicles only from a minimum distance of one-quarter mile.
- Provide radar that detects speeds from 10 to 99 mph.
- Provide radar that can operate in ambient temperatures from -22 to 140°F (-30 to 60°C).
- Provide radar device that detects speeds in the stationary mode.
- 2.5. **Display Panel.** Provide a display panel that contains LED technology which displays oncoming vehicle speeds in miles per hour from 10 to 99 mph.
- Provide a display panel that consists of two characters, each a minimum of 18 in. in height. Provide a display that is amber in color and visible from a minimum of 600 ft.
- Provide a display panel that is equipped with a photocell that automatically adjusts the display for day and night operation.
- Provide a display panel that is equipped to alert motorist when they are traveling over the posted speed, either by flashing the traveling speed, changing the display color, or by "blinking" out the display.

Provide a display panel that is equipped with an operator-set high speed cutoff feature.

- 2.6. **Trailer Requirements.** Provide a trailer unit that is equipped with a heavy duty, all steel unitized or electrically welded, tubular or C-channel frames.

Ensure that the rear of the trailer is equipped with a red tail lamp, a red stop lamp, a turn indicator, and a red reflector on each side at the same level and as widely spaced laterally as practicable.

Provide a trailer that is equipped with a siren and strobe light that will alert workers of an oncoming speeding vehicle.

3. **WORK METHODS**

The unit provided must meet or exceed all federal and state safety, health, lighting and noise regulations and standards in effect and applicable to equipment furnished at the time of manufacture.

4. **MEASUREMENT**

This Item will be measured by each trailer mounted solar powered speed control monitor, furnished, installed, and made fully operational.

5. **PAYMENT**

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Trailer Mounted Solar Assisted and Battery Powered Radar Speed Control Monitor." This price is full compensation for trailer mounted solar assisted and battery powered radar speed control monitor unit; set up; relocating; removing; replacement parts; solar panels, batteries (when required); and equipment, materials, tools, labor and incidentals.

Special Specification 6185

Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)



1. DESCRIPTION

Furnish, operate, maintain and remove upon completion of work, Truck Mounted Attenuator (TMA) or Trailer Attenuator (TA).

2. MATERIALS

Furnish, operate and maintain new or used TMAs or TAs. Assure used attenuators are in good working condition and are approved for use. A list of approved TMA/TA units can be found in the Department's Compliant Work Zone Traffic Control Devices List. The host vehicle for the TMA and TA must weigh a minimum of 19,000 lbs. Host vehicles may be ballasted to achieve the required weight. Any weight added to the host vehicle must be properly attached or contained within it so that it does not present a hazard and that proper energy dissipation occurs if the attenuator is impacted from behind by a large truck. The weight of a TA will not be considered in the weight of the host vehicle but the weight of a TMA may be included in the weight of the host vehicle. Upon request, provide either a manufacturer's curb weight or a certified scales weight ticket to the Engineer.

3. CONSTRUCTION

Place or relocate TMA/TAs as shown on the plans or as directed. The plans will show the number of TMA/TAs needed, for how many days or hours, and for which construction phases.

Maintain the TMA/TAs in good working condition. Replace damaged TMA/TAs as soon as possible.

4. MEASUREMENT

4.1. **Truck Mounted Attenuator/Trailer Attenuator (Stationary).** This Item will be measured by the each or by the day. TMA/TAs must be set up in a work area and operational before a calendar day can be considered measurable. When measurement by the day is specified, a day will be measured for each TMA/TA set up and operational on the worksite.

4.2. **Truck Mounted Attenuator/Trailer Attenuator (Mobile Operation).** This Item will be measured by the hour. The time begins once the TMA/TA is ready for operation at the predetermined site and stops when notified by the Engineer. A minimum of 4 hr. will be paid each day for each operating TMA/TA used in a mobile operation.

5. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Truck Mounted Attenuators/Trailer Attenuators (Stationary)," or "Truck Mounted Attenuators/Trailer Attenuators (Mobile Operation)." This price is full compensation for furnishing TMA/TA: set up; relocating; removing; operating; fuel; and equipment, materials, tools, labor, and incidentals.

Special Specification 6186

Intelligent Transportation System (ITS) Ground Box



1. DESCRIPTION

Construct, furnish, install or remove Intelligent Transportation System (ITS) ground boxes for fiber optic communication infrastructure complete with lids.

2. MATERIALS

Provide new materials that comply with the details shown on the plans, the requirements of this Item, and the requirements of the following items:

- Item 420, "Concrete Substructures,"
- Item 421, "Hydraulic Cement Concrete,"
- Item 432, "Riprap,"
- Item 440, "Reinforcement for Concrete,"
- Item 471, "Frames, Grates, Rings, and Covers,"
- Item 618, "Conduit", and
- Item 620, "Electrical Conductors."

Provide new ITS ground boxes constructed of precast concrete or polymer concrete in accordance with the National Electrical Code (NEC) and National Electrical Manufacturers Association (NEMA) standards, most current version. Faulty fabrication or poor workmanship in materials, equipment, or installation will be justification for rejection. Provide manufacturer's warranties or guarantees when offered as a customary trade practice.

2.1. **Precast Concrete.** Provide precast concrete ground boxes and aprons that comply with the details shown on the plans, the requirements of this Item, and in accordance with the following:

- construct ground boxes with Class A concrete in accordance with Item 421, "Hydraulic Cement Concrete," unless otherwise directed,
- provide American Society for Testing and Materials (ASTM) A 615 Grade 60 reinforcement steel in accordance with Item 440, "Reinforcing Steel," and
- provide steel for the frames and covers in accordance with Item 471, "Frames, Grates, Rings, and Covers," unless otherwise approved by the Engineer.

2.1.1. **Loading Requirements.** Designed to withstand American Association of State Highway and Transportation Officials (AASHTO) H-20 loading. Manufacturer must furnish certification of conformance with H-20 loading.

2.2. **Polymer Concrete.** Manufacture ground box and ground box cover from polymer concrete reinforced with 2 continuous layers of fiberglass fabric. Provide fabricated precast polymer concrete ground boxes and aprons that comply with the details shown on the plans, the requirements of this Item, and in accordance with American Standards Institute (ANSI)/Society of Cable Telecommunications Engineers (SCTE) - ANSI/SCTE 77, most current version.

- **Polymer Concrete.** Construct polymer concrete from catalyzed polyester resin, sand, and aggregate. Polymer concrete containing chopped fiberglass or fiberglass-reinforced plastic is prohibited. Ensure a minimum compressive strength of 11,000 psi.

- **Fiberglass Fabric.** The base glass on the fiberglass fabric must be alumina-limeborosilicate type “E” glass. The reinforcing fabric must line the entire inner and outer surfaces. Obtain approval for the fabric prior to production.

- 2.2.1. **Loading Requirements.** All polymer concrete boxes and covers must meet all test provisions of the ANSI/SCTE 77 Tier 22 requirements. All polymer concrete boxes and covers will be UL Listed or manufacture must provide a certification from an NRTL or factory-testing documentation witnessed and certified by professional engineer licensed in Texas.

Ensure ground box withstands 800 lb. per sq. ft. of force applied over the entire sidewall with less than 1/4 in. deflection per foot length of box. Ensure ground box and ground box cover withstand a test load of 33,750 lb. over a 10 in. x 20 in. area centered on the cover with less than 1/2 in. deflection at the design load of 22,500 lb.

3. EQUIPMENT

- 3.1. **Size.** Provide ITS ground boxes meeting the configuration types detailed in Table 1.

Table 1
Ground Box Inside Dimensions

Type	Width (Inches)	Length (Inches)	Depth (Inches)
Type 1 (Precast)	24	36	36, 48, or 60
Type 2 (Precast)	36	60	36, 48, or 60
Type 1 (Polymer)	24	36	24, 36, or 48
Type 2 (Polymer)	36	60	24, 36, or 48

- 3.2. **Shape.** Provide ITS ground boxes rectangular in shape.
- 3.3. **Aprons.** Provide concrete aprons for ground boxes installed in native ground as shown on the plans. Aprons will be omitted when the ground boxes are located in riprap, sidewalk, or landscape pavers.
- 3.4. **Bolts.** Provide stainless steel penta bolts or special keyed bolts, as required by Department, with associated hardware as shown on plans. Provide self-draining bolt holes. Washers must be provided with all bolts.
- 3.5. **Accessories.** Include all necessary provisions for knockouts, cable racking, adapters and terminators for proper conduit and cable installation.
- 3.5.1. **Knockouts.** Provide knockouts at the factory to accommodate the appropriate number and size of conduits entering the ground box as shown in the plans. Within the factory, score or provide indentation on each outside wall identifying additional conduit entry points for future expansion that does not impact the rebar structure. Place a bell fitting on the end of each conduit to ensure a flush fit inside the ground box. Place concrete grout in the knockout (inside and out), around the conduit and bell fitting to ensure a neat and watertight fit. Ensure that the grout does not enter the inside of the conduit.
- 3.5.2. **Cable Racking.** Provide steel (ASTM A-153), non-metallic glass reinforced nylon, or equivalent cable rack assemblies with the dimensions shown on the plans.
- 3.5.3. **Terminators.** Terminators must be appropriately sized for the conduits indicated on plans and must be an airtight and watertight connection.

Terminators for the PVC conduits should be placed symmetrically about the centerline of the box at the depth shown on plans.

Terminators that do not have conduits attached must be capped and sealed as shown on the plans.

Install the quantity, size, and location of terminators as shown on plans.

3.6. **Cover Requirements.**

3.6.1. **Type of Cover.** Provide the following types of covers based on the type of ground box:

- Precast concrete ground box: Provide a 1-piece or 2-piece galvanized steel or cast iron cover depending on the ground box type. Provide a torsion assisted cover for Type 2 ground box with lids that can open freely a minimum 90° each and lock in place with locking latches or a pin-lock inserted in the hinge. Covers must be grounded in accordance with the requirements of the most current version of the NEC. Provide the cover with drop handles.
- Polymer concrete ground box: Provide a 1-piece or 2-piece cover depending on the ground box type, bolted to the ground box. Cover must have a minimum of 2 lifting eyes.

3.7. **Label.** Permanently mark all ground boxes and covers with the manufacturer's name or logo and model number. Legibly imprint each cover with a permanently marked logo in letters at least 1 in. high as follows: "DANGER—HIGH VOLTAGE TRAFFIC MANAGEMENT", unless otherwise directed. Glue in logos are prohibited.

3.8. **Security.** Equip all ground box covers with a stainless steel penta head or keyed bolting system that will securely hold the cover in place. Provide an appropriate means to secure or lock the cover in place as required by the plans.

3.9. **Skid Resistance.** All ground box covers must be skid resistant and should have a minimum coefficient of friction of 0.50 on the top surface of the cover. Provide certification minimum coefficient of friction value is met as part of material documentation.

3.10. **Strength Requirements.** The following ground box strengths are required based on the following 2 applications.

3.10.1. **Deliberate Roadway Traffic.** Precast concrete ground boxes with steel covers must be used in locations that may experience deliberate, continuous vehicular traffic, such as near the shoulder or an auxiliary lane, or immediately adjacent to the unprotected edge of pavement. Do not place ground boxes in the paved travel lanes or shoulder of highways, frontage roads, streets, bridges, or driveways.

Ground boxes and covers located in these areas must be rated for heavy-duty traffic loading and meet an AASHTO H-20 design loading.

Precast concrete ground boxes and covers located in non-deliberate heavy vehicular traffic must still meet AASHTO H-20 design loading.

3.10.2. **Non-Deliberate Heavy Vehicular Traffic.** Polymer concrete ground boxes and covers may be used in off roadway applications subject to occasional non-deliberate heavy vehicular traffic, such as driveways, along sidewalks, parking lots and behind non-mountable curb. Polymer ground boxes and covers located in these areas must meet ANSI/SCTE Tier 22 loading requirements.

4. **CONSTRUCTION**

Perform work in accordance with the details shown on the plans and the requirements of this Item.

Use established industry and utility safety practices when installing or removing ground boxes located near underground utilities. Consult with the appropriate utility company before beginning work.

- 4.1. **Installation.** Install ground boxes as shown on the plans. Maintain spacing as shown on the plans.

Ground box locations may be revised to fit existing field conditions or to better facilitate the installation of the conduit system with approval by the Engineer.

Field-locate ground boxes to avoid steep slopes and low-lying locations with poor drainage.

Construct ground box cover to fit properly on ground box.

When installing ground boxes in surfaced areas, make the tops of the ground boxes flush with the finished surface.

- 4.1.1. **Gravel at Base of Ground Box.** Install all ground boxes on a bed of crushed rock at the base of the excavation as shown on the plans. Place 12 in. of washed, crushed stone (1.5 in. nominal) which extends 6 in. in all directions from the perimeter of the box. Lightly tamp the gravel immediately prior to the placement of the ground box to reduce settlement. Crushed gravel will not be paid directly, but be considered subsidiary to this Item.

- 4.1.2. **Cable Racking Installation.** Provide and locate cable rack assemblies designed to support up to 25 ft. of slack for each fiber optic cable inside each Type 1 ground box, 100 ft. of slack for each fiber optic cable inside each Type 2 ground box, slack associated with other communication cabling, and any splice enclosure as shown on the plans or as directed. Cable racks may be installed at the factory or in the field. Place the racks in a manner so as not to impede access in and out of the ground box.

Ground metallic cable rack assemblies to grounding system inside ground box in accordance with the most current version of the NEC.

Use fasteners with an ultimate pull out strength of at least 2500 lb. and ultimate shear strength of at least 3000 lb. When securing cable racks to side walls of ground box in the field, seal all penetrations to the side wall to prevent moisture and contaminant penetration. Sufficient cable supports must be provided for the particular of conductors or cables coiled or passing through the ground as shown on the plans or directed by the Engineer.

- 4.1.3. **Buried Installation.** When shown in the plans or identified in the General Notes, bury ground boxes for security measures. When burying ground boxes, provide polymer concrete ground boxes meeting ANSI/SCTE Tier 22 loading requirements.

Provide 12 in. cover between ground surface and top of ground box lid. Prior to backfilling, provide a 30 lb. felt paper over the entire ground box extending a minimum of 2 in. from either side to prevent backfill materials from entering ground box.

- 4.2. **Excavation and Backfill.** Ensure excavation and backfill for ground boxes meets the requirements as set forth by Item 400, "Excavation and Backfill for Structures." For buried ground boxes, compact backfill material in order to prevent depressions in ground surface from occurring over the ground box.

- 4.3. **Testing.** Ground box and cover must be tested by a laboratory independent of the manufacturer to meet loading requirements. Certificate of such tests must be submitted to the Engineer for approval.

- 4.4. **Documentation Requirements.** Submit documentation for this Item consisting of the following for Engineer approval prior to installation:

- record Global Positioning System (GPS) coordinates using NAD83 datum for all ground boxes prior to backfill. Identify location to obtain coordinates on drawing detail,
- shop drawings,

- concrete mix design,
- material specifications for ground box, lid, cable racks, bolts, and skid resistance for cover
- testing certification for loading requirements,
- hot, cold, and wet weather plan, and
- backfill material composition.

Shop drawings should clearly detail the following for ground boxes, at a minimum:

- | | | |
|---------------|---------------|---------------|
| ■ dimensions | ■ terminators | ■ cover |
| ■ knockouts | ■ adapters | ■ load rating |
| ■ cable racks | ■ bolts | ■ cover lock |

- 4.5. **Removal.** Remove existing ground boxes and concrete aprons to at least 6 in. below the conduit level. Uncover conduit to a sufficient distance so that 90° bends can be removed and conduit reconnected. Clean the conduit in accordance with Item 618, "Conduit." Replace conduit within 5 ft. of the ground box. Remove old conductors and install new conductors as shown on the plans. Backfill area with material equal in composition and density to the surrounding area. Replace surfacing material with similar material to an equivalent condition.

5. MEASUREMENT

This Item will be measured by each ground box installed or removed.

6. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "ITS Ground Box (Precast Concrete)" of the various types and sizes specified or "ITS Ground Box (Polymer Concrete)" of the various types and sizes specified and for "Remove ITS Ground Box".

- 6.1. **Furnish and Install.** This price is full compensation for excavating and backfilling; constructing, furnishing and installing the ITS ground boxes and concrete aprons when required; and all labor, tools, equipment, materials, transportation, accessories, documentation, testing and incidentals.

Conduit will be paid for under Item 618, "Conduit" and Special Specification 6016, "ITS Multi-Duct Conduit."

Electrical conductors will be paid for under Item 620, "Electrical Conductors."

- 6.2. **Remove.** This price is full compensation for removing and disassembling ground boxes and concrete aprons; excavation, backfilling, and surface placement; removing old conductors; disposal of unsalvageable materials; and materials, equipment, labor, tools, and incidentals. Cleaning of conduit is subsidiary to this Item. Conduit replaced within 5 ft. of the ground box will be subsidiary to this Item.

Special Specification 6306

Video Imaging Vehicle Detection System



1. DESCRIPTION

Furnish, install, relocate, or remove video imaging vehicle detection system (VIVDS) at locations shown on the plans, or as directed. Use VIVDS listed on the Department's Prequalified Products List.

2. MATERIALS

2.1. **General.** Furnish, assemble, and install only new materials except as allowed for relocation of VIVDS equipment. Ensure all VIVDS within the project are from the same manufacturer.

VIVDS must analyze video images and produce vehicle detector outputs that can serve as inputs to a traffic signal controller. Provide VIVDS field equipment that is compatible with existing infrastructure and software located in the Department's Traffic Management Control Centers across the state as directed. VIVDS must meet Department TSS Protocol requirements when integration with Traffic Management Center software or systems is shown on the plans.

VIVDS equipment must include the following:

- Camera and mounting hardware (fixed or variable focal length; infrared; or 360° "fish-eye"),
- VIVDS processor,
- Cabinet control unit and associated devices required for system integration, and
- Data, power, and communication cable, connectors, and assemblies.

The VIVDS must use one or more cameras and video processing equipment to accurately provide detector calls for the intersection, approach, or roadway segment where they are installed, and provide detection as shown on the plans. A single camera placed per manufacturer recommendations must be capable of monitoring and detecting 5 lanes of traffic simultaneously.

Ensure the system is designed and constructed with subassemblies, circuits, cards, and modules to maximize standardization and commonality.

Ensure field replaceable parts are accessible for inspection and maintenance. Provide test points for checking essential voltages and waveforms.

VIVDS devices must self-recover from power failure once power is restored.

2.2. **Configuration and Management.** Ensure that the VIVDS allows local and remote configuration and monitoring. The VIVDS must allow the user to fully configure the system and place detection zones using a mouse, monitor, and keyboard (or keypad) connected to the VIVDS. Provide each VIVDS with all associated equipment required to configure and operate the system in a field environment including a video monitor, mouse, keyboard (or keypad), software, and interface cables as applicable. The VIVDS must also support local configuration and monitoring using a laptop computer, but must not require a computer for local configuration, monitoring, and operation.

Ensure that the system can display detection zones and detection activations overlaid on live video from VIVDS cameras.

Ensure that the VIVDS allows a user to edit previously defined configuration parameters, including size, placement, and sensitivity of detection zones.

Ensure that the VIVDS retains its programming in nonvolatile memory. Ensure that the detection system configuration settings can be saved to a computer and restored from a saved file locally and remotely. The system must allow stored configurations to be modified for fine-tuning and optimization. The VIVDS must continue to detect vehicles and operate normally while configuration and detection zone modifications are made.

Ensure the VIVDS does not require adjustment or recalibration to maintain performance once initial calibration and configuration is complete.

- 2.3. **Detection Zones.** The VIVDS must allow a user to configure detection zones using a graphical user interface (GUI) superimposed on a video image of the roadway. Ensure detection zones can be placed anywhere within a camera field of view. Ensure VIVDS detection zones can detect vehicle presence and collect traffic data, such as traffic counts.

Detection zones must appear as lines or polygons in the field of view. The system must allow a minimum of 8 detection zones per field of view. VIVDS detection zones must be able to provide detection equivalent to a 6 ft. by 6 ft. loop. Ensure zones can be sized, shaped, and overlapped to accurately detect vehicles at the locations shown on the plans.

The system must allow zones to be configured with directionality, delay, extension, and logic functions including "AND" and "OR." If each detection zone provides a unique output to the signal controller and the controller includes logical functions, then the VIVDS is not required to support logic functions.

Ensure zones displayed on a monitor provide a visual indication when vehicles are detected during configuration and operation.

- 2.4. **Detection.** VIVDS processor must compensate for minor camera movement. Movement up to 2% of field of view at 400 ft. must not produce a false detection.

Ensure VIVDS processor operates regardless of whether monitoring equipment is connected. If monitoring equipment is connected to the processor unit, vehicle detections are displayed real-time as they occur.

VIVDS must simultaneously detect vehicles in all lanes. VIVDS must be able to accurately detect approaching and departing vehicles in multiple lanes. VIVDS is configurable for which direction of travel to detect. Ensure vehicles traveling in any direction other than the configured direction of travel (e.g., cross-street and wrong-way traffic) do not activate a call to the controller.

Ensure a constant call is placed on outputs associated with zones or cameras that are in an error state or failed. Ensure a constant call is placed on assigned outputs whenever the system is unable to provide accurate detection.

- 2.5. **Accuracy.** Ensure VIVDS individual lane accuracy for vehicle presence detection is within 5% of actual.

- 2.6. **Camera.** Use color or thermal cameras that are provided as part of an engineered system by the VIVDS processor manufacturer or approved for use by the VIVDS processor manufacturer. Ensure that analog cameras provide NTSC composite video with a minimum resolution of at least 480 TVL.

Cameras must produce useable video suitable for detection in low light. Cameras with day and night modes must automatically and seamlessly transition between modes without producing vehicle detection errors such as false calls and missed calls. Nighttime monochrome operation must produce feature resolvable video with luminance as low as 0.1 lux. Nighttime color operation must produce feature resolvable video with luminance as low as 1.0 lux.

Cameras must produce resolvable features in the video with luminance as high as 10,000 lux.

Visual spectrum cameras must include automatic electronic shutter and iris control based on average scene luminance.

Variable focal length lenses must be adjustable from 6 mm to 34 mm.

Processed images produced by the VIVDS must use a standard encoding format such as H.264 or MJPEG unless otherwise shown on the plans.

- 2.6.1. **Thermal cameras.** Thermal imaging cameras must use a long-life, uncooled vanadium oxide microbolometer thermal detector with a spectral range of 7.5 to 13.5 μm .

Ensure analog video is compliant with National Television System Committee (NTSC) Standard and has a minimum NTSC array format of 320 x 240 with a 76,800 pixel effective resolution.

- 2.6.2. **Camera enclosure.** Camera and lens assembly must be housed in an enclosure designed for outdoor use. The housing must be light in color to limit solar heating and prolong equipment life. Enclosure, including cable connections, must be waterproof and dust tight with a NEMA Type 4 rating.

Ensure enclosures for visual spectrum cameras include a sunshield. Sunshield must protrude beyond the front edge of the enclosure and divert water away from the camera's field of view. Ensure the sunshield overhang is adjustable. Any plastics used in the construction of the enclosure must include ultraviolet inhibitors.

Ensure the enclosure allows the camera horizon to be rotated in the field during installation. Ensure camera focus and zoom can be adjusted, if necessary, without entering the camera enclosure.

The camera enclosure must be provided with mounting bracket designed to mount directly to a pole, mast-arm, or other structure. Ensure the bracket allows the camera to be panned and tilted for alignment and then locked into place once properly positioned.

The camera enclosure with camera and lens installed must weigh 10 lb. or less.

Camera housing must include a means to prevent the formation of ice or condensation. If camera housing includes a heater, wiper, or other electronically controlled mechanism, such mechanism does not interfere with the camera operation or video signal.

- 2.7. **Video Processor.** Ensure the VIVDS includes a machine vision processor that provides video analysis, presence detection, and interfaces for inputs and outputs. VIVDS must provide data collection features, including storage and reporting of collected vehicle detection data, when shown on the plans.

VIVDS must be able to interface with the traffic controller unit (CU) via the detector rack, SDLC, or another detector interface described in NEMA TS2-2016, unless otherwise shown on the plans. Solid state detection outputs must meet the requirements of NEMA TS2-2016, 6.5.2.26.

Each VIVDS detector rack card must have a minimum of 4 detector outputs. The system must be able to provide a total of 24 detection outputs. Ensure each zone and output is user definable, and previously saved zones can be redefined.

The system must be capable of functioning as a detector BIU using an RS-485 SDLC connector. TS2 Type 1 VIVDS must include indicators that display detector output status for verification of calls.

Analog video inputs must use BNC connectors or be routed through existing loop inputs using connections designed for that purpose. Analog video outputs must use BNC or RCA connectors. Use of external cable connections to create a combined video output is not allowed.

Ensure processor includes provisions to view video image in the field and remotely.

VIVDS processors installed in the traffic controller cabinet must utilize digital video or accommodate asynchronous, synchronous, and line-locked analog video as part of a complete system engineered by the VIVDS manufacturer.

- 2.8. **Camera Interface Panel.** Supply the VIVDS with a camera interface panel as required by the manufacturer that provides a cabinet connection point between field wiring from VIVDS cameras and VIVDS equipment in the cabinet. The interface panel must be provided by the VIVDS manufacturer as part of a complete engineered system. The panel must include terminal facilities and surge suppression for all conductors used to connect VIVDS field equipment, including camera power and communications. Interface panels for analog cameras must include a 10 amp breaker or blade type fuses and a power terminal strip with a minimum of eight (8) 8/32 binder head screws for camera power connections. The panel must also have, as a minimum, four (4) coax protectors (EDCO CX06 or equivalent). Additional lightning and transient protection will be allowed. All components that reside on the panel must be Department approved. For cameras utilizing POE the interface panel must consist of surge protection meeting GR 1089 standards.

Ensure interface panel is capable of being mounted on the side walls of the controller cabinet. Video connections must be isolated from earth ground.

- 2.9. **Cabling.** Supply the VIVDS with connector cables of the appropriate length for each installation site. Connector cables must include all conductors necessary for power, video, and communication. All cabling used must meet the minimum recommended specifications of the VIVDS manufacturer.

Ensure the power and data cable connectors are IP 67 to protect against intrusion of solids and water. External connectors must be quick disconnect and keyed to prevent improper connections. All wiring must be color coded and marked appropriately. Ensure all conductors that interface with the connector are encased in a single jacket.

Fiber optic cable, if used, must meet the requirements of Special Specification Item Intelligent Transportation System (ITS) Fiber Optic Cable.

If coaxial cable is used, it must be low loss, 75 ohm, precision video cable suited for outdoor installation and approved by the VIVDS manufacturer.

RS-485 and RS-232 communication cable must meet the requirements of Special Specification 6004 Networking Intelligent Transportation System (ITS) Communications Cable.

- 2.10. **Communication.** Ensure that the VIVDS includes a minimum of one serial or Ethernet communications interface.

Ensure serial interfaces and connectors conform to Telecommunications Industry Association (TIA)-232 standards. Ensure that the serial ports support data rates up to 115200 bps; error detection utilizing parity bits (i.e., none, even, and odd); and stop bits (1 or 2).

Ensure that wired Ethernet interfaces provide a 10/100 Base TX connection. Verify that all unshielded twisted pair/shielded twisted pair network cables and connectors comply with TIA-568.

Ensure wireless communications are secure and that wireless devices are Federal Communications Commission (FCC) certified. Ensure that the FCC identification number is displayed on an external label and that all detection system devices operate within their FCC frequency allocation.

Ensure the system can be configured and monitored via one or more communications interface. Ensure that all communication addresses are user programmable.

- 2.11. **Software.** Ensure the VIVDS manufacturer includes all software required to configure and monitor operation of VIVDS field equipment locally and remotely. VIVDS software must be a stable production release approved by the Department's Traffic Operations Division.

Ensure VIVDS computer software includes a GUI that displays all configured lanes and provides visual representation of all detected vehicles. Server software must be designed to run on the Windows Server operating system (Windows Server 2012 or newer). Client workstation software must be designed to run on Microsoft Windows 7 Professional and newer.

VIVDS software must allow the user to program, operate, exercise, diagnose, and read status of all VIVDS features and functions using a laptop computer.

VIVDS computer software must be able to communicate with VIVDS field devices using TCP/IP and serial connections. The software must provide for local and remote configuration and monitoring, including display of detection zone activations on live video and modification of existing detection zone layouts.

System software must provide the user complete control over the configuration process for VIVDS devices and allow the user to load new firmware into non-volatile memory of VIVDS field devices locally and over any supported communication channel including TCP/IP networks.

The system software must include the ability to retrieve and store data collected by VIVDS field devices.

Ensure all licenses required for operation and use of software are included at no additional cost.

Software updates must be provided at no additional cost during the warranty period.

- 2.12. **Mechanical.** VIVDS detector card rack units must comply with dimensions specified in NEMA TS2-2016, 6.5.2.2.2.

Ensure that all parts are fabricated from corrosion resistant materials, such as plastic, stainless steel, aluminum, or brass.

Ensure that all screws, nuts, and locking washers are stainless steel. Do not use self-tapping screws.

Ensure equipment is clearly and permanently marked with manufacturer name or trademark and part number as well as date of manufacture or serial number.

Ensure VIVDS is modular in design for ease of field replacement and maintenance.

All printed circuit boards must have conformal coating to protect against moisture and fungus.

- 2.13. **Electrical.** Ensure equipment is designed to protect personnel from exposure to high voltage during installation, operation, and maintenance. Ensure all connections include the manufacturer recommend surge protective device (SPD). SPDs must not interfere with the performance of the VIVDS. VIVDS electrical design must be modular.

Ensure the VIVDS operates on nominal 120 V_{AC}. A power converter must be provided for devices that do not operate on nominal 120 V_{AC}. Camera sensors must operate between 12 V_{DC} and 28 V_{DC}.

- 2.14. **Environmental.** All VIVDS devices must operate properly during and after being subjected to the environmental testing procedures described in NEMA TS2, Section 2. VIVDS cameras must be able to withstand the maximum wind load defined in the Department's basic wind velocity zone map standard without any damage or loosening from structure.

- 2.15. **Connectors and Harnesses.** External connections exposed to the outdoor environment must be made with weatherproof connectors. Connectors must be keyed to ensure correct alignment and mating.

Ensure all conductors are properly color coded and identified. Ensure that every conductive contact surface or pin is gold-plated or made of a noncorrosive, nonrusting, conductive metal.

RS-485 and RS-232 communication cables must:

- be shielded, twisted pair cable with a drain wire,
- have a nominal capacitance conductor to conductor @ 1Khz $\geq 26\text{pF/ft.}$,
- have nominal conductor DC resistance @ 68°F $\leq 15\text{ ohms/1,000 ft.}$,
- be one continuous run with no splices, and
- be terminated only on the two farthest ends of the cable.

2.16. **Documentation.** Provide hardcopy operation and maintenance manuals, along with a copy of all product documentation on electronic media. Include the following documentation for all system devices and software:

- operator manuals,
- installation manuals with installation procedures,
- maintenance and troubleshooting procedures, and
- manufacturer's specifications (functional, electrical, mechanical, and environmental).

Provide certification from an independent laboratory demonstrating compliance with NEMA TS2 environmental requirements for temperature, humidity, transients, vibration, and shock.

Provide certification that VIVDS electronic equipment meets FCC Class B requirements for electromagnetic interference and emissions.

Ensure the VIVDS system manufacturer has a quality assurance program for manufacturing VIVDS as described in this specification. Manufacturer of the VIVDS must be ISO 9001 certified, or provide a copy of the company quality manual for review.

The VIVDS must pass testing to ensure functionality and reliability before delivery. Test results and supporting documentation, including serial number tested, must be submitted for each VIVDS. If requested, manufacturing data per serial number must be provided for each VIVDS.

2.17. **Warranty.** Warrant the equipment against defects or failure in design, materials, and workmanship for a minimum of 5 yr. or in accordance with the manufacturer's standard warranty if that warranty period is greater. The start date of the manufacturer's standard warranty will begin after the equipment has successfully passed all tests contained in the final acceptance test plan. Any VIVDS equipment with less than 90% of its warranty remaining after the final acceptance test is completed will not be accepted by the Department. Guarantee that equipment furnished and installed for this project performs per the manufacturer's published specifications. Assign, to the Department, all manufacturer's normal warranties or guarantees on all electronic, electrical, and mechanical equipment, materials, technical data, and products furnished for and installed on the project.

Malfunctioning equipment must be repaired or replaced at the Contractor's expense before completion of the final acceptance test plan. Furnish replacement parts for all equipment within 10 days of notification of failure by the Department.

During the warranty period, technical support must be available via telephone within 4 hr. of the time a call is made by a user, and this support must be available from factory certified personnel.

2.18. **Training.** Conduct a training class for a minimum of 8 hr., unless otherwise directed, for up to 10 representatives designated by the Department on installation, configuration, operation, testing, maintenance, troubleshooting, and repair. Submit a training session agenda, a complete set of training material, the names and qualifications of proposed instructors, and proposed training location for approval at least 30 days before the training. Conduct training within the local area unless otherwise directed. Provide 1 copy of course material for each attendee. Ensure that training includes:

- "Hands-on" operation of system software and equipment;
- explanation of all system commands, their function and usage; and
- system "troubleshooting," operation, and maintenance.

3. CONSTRUCTION

- 3.1. **System Installation.** Install VIVDS devices and configure detection zones and settings as shown on the plans, in accordance with the manufacturer's recommendations, and as directed. Provide configuration file backups, including detector placement, names, communication settings, and output assignments. Completion of the work must present a neat, workmanlike, and finished appearance.
- VIVDS installer must be certified by VIVDS manufacturer in proper installation setup and procedures. VIVDS integrator must be certified by the manufacturer for training end users in the maintenance, configuration, and operation of VIVDS.
- Ensure VIVDS detector rack cards are properly installed and seated in the controller cabinet detector rack and use the card edge connector to obtain power and provide outputs. Rewiring the backplane or any other cabinet panel for the system is not permitted except for power and grounding for camera interface panels, wiring from the video camera sensor to the loop detector panel for the video signal inputs, as applicable, and wiring to obtain power for the VIVDS cameras.
- Mount and aim cameras in a manner that eliminates as much environmentally generated glare as possible.
- All wiring must be cut to proper length before assembly. Provide cable service loops. All cable slack must be neatly laced and placed in the bottom of the cabinet. Ensure cables are secured with clamps. Ensure cables between the controller cabinet and VIVDS cameras are continuous with no splices.
- Provisions must be made for installation and configuration of software on Department computers.
- 3.2. **Temporary Use.** When shown on the plans, the VIVDS equipment must be used to provide vehicle detection on a temporary basis. When the permanent vehicle detection system and related equipment are installed and made operational, the VIVDS equipment must be carefully removed and delivered to the location shown on the plans.
- 3.3. **Mechanical Components.** Ensure that all fasteners, including bolts, nuts, and washers with a diameter less than 5/8 in. are Type 316 or 304 stainless steel and meet the requirements of ASTM F593 and ASTM F594 for corrosion resistance. Ensure that all bolts and nuts 5/8 in. and over in diameter are galvanized and meet the requirements of ASTM A307. Separate dissimilar metals with an inert dielectric material.
- 3.4. **Wiring.** All wiring and electrical work supplying the equipment must meet the requirements of the most current version of the National Electrical Code (NEC). Supply and install all wiring necessary to interconnect VIVDS cameras to the controller cabinet and incidentals necessary to complete the work. If additional cables are required, the Contractor must furnish and install them at no additional cost to the Department. Provide conductors at least the minimum size indicated on the plans and insulated for 600 V.
- Cables must be cut to proper length before assembly. Provide cable slack for ease of removal and replacement. All cable slack must be neatly laced with lacing or straps in the bottom of the cabinet. Ensure cables are secured with clamps and include service loops.
- 3.5. **Electrical Service.** The Contractor is responsible for checking the local electrical service to determine if a modification is needed for the equipment.
- 3.6. **Grounding.** Ensure all VIVDS devices and supports are grounded in accordance with the NEC and manufacturer recommendations.
- 3.7. **Relocation of VIVDS Field Equipment.** Perform the relocation in strict conformance with the requirements herein and as shown on the plans. Completion of the work will present a neat, workmanlike, and finished appearance. Maintain safe construction practices during relocation.

Inspect the existing VIVDS field equipment with a representative from the Department and document any evidence of damage before removal. Conduct a pre-removal test in accordance with the testing requirements contained in this Item to document operational functionality. Remove and deliver equipment that fails inspection to the Department.

Before removal of existing VIVDS field equipment, disconnect and isolate the power cables from the electric power supply and disconnect all communication cabling from the equipment located inside the cabinet. Coil and store power and communication cabling inside the cabinet until such time that it can be relocated. Remove existing VIVDS field equipment as shown on the plans only when authorized by the Engineer.

Use care to prevent damage to any support structures. Any equipment or structure damaged or lost must be replaced by the Contractor (with items approved by the Engineer) at no cost to the Department.

Make all arrangements for connection to power and communications including any permits required for the work to be done under the Contract. Provide conductors for the power connection at least the minimum size indicated on the plans and insulated for 600 V. Meet the requirements of the NEC most current version.

- 3.8. **Removal of VIVDS Field Equipment.** Perform the removal in strict conformance with the requirements herein and as shown on the plans. Completion of the work will present a neat, workmanlike, and finished appearance. Maintain safe construction practices during removal.

Disconnect and isolate any existing electrical power supply before removal of existing field equipment.

Use care to prevent damage to any support structures. Any equipment or structure damaged or lost must be replaced by the Contractor (with items approved by the Engineer) at no cost to the Department.

All materials not designated for reuse or retention by the Department will become the property of the Contractor and be removed from the project site at the Contractor's expense. Deliver items to be retained by the Department to a location shown on the plans or general notes. The Contractor is fully responsible for any removed equipment until released by the Engineer.

- 3.9. **Contractor Experience Requirements.** Contractor or designated subcontractor must meet the following experience requirements:

- 3.9.1. **Minimum Experience.** Three years of continuous existence offering services in the installation of VIVDS.

- 3.9.2. **Completed Projects.** Three completed projects where personnel installed, tested, and integrated VIVDS field equipment. The completed installations must have been in continuous satisfactory operation for a minimum of 1 yr.

- 3.9.3. **Equipment Experience.** One project (may be 1 of the 3 projects in the preceding paragraph) in which the personnel worked in cooperation with technical representatives of the equipment supplier to perform installation, integration, or acceptance testing of the work. The Contractor will not be required to furnish equipment on this project from the same supplier who was referenced in the qualification documentation.

Submit the names, addresses, and telephone numbers of the references that can be contacted to verify the experience requirements given above.

4. TESTING

Ensure that the following tests are performed on equipment and systems unless otherwise shown on the plans. The Department may witness all the tests.

- 4.1. **Test Procedures Documentation.** Provide an electronic copy of the test procedures and blank data forms 60 days before testing for each test required on this project. Include the sequence of the tests in the

procedures. The Engineer will approve test procedures before submission of equipment for tests. Conduct all tests in accordance with the approved test procedures.

Record test data on the data forms as well as quantitative results. Ensure the data forms are signed by an authorized representative (company official) of the equipment manufacturer.

- 4.2. **Design Approval Test.** Ensure that the VIVDS has successfully completed a Design Approval Test that confirms compliance with the environmental requirements of this specification.

Provide a certification and test report from an independent testing laboratory as evidence of a successfully completed Design Approval Test. Ensure that the testing by this laboratory is performed in accordance with the requirements of this specification.

- 4.3. **Demonstration Test.** Conduct a Demonstration Test on applicable equipment at an approved Contractor facility. Notify the Engineer 10 working days before conducting this testing. Perform the following tests:

- 4.3.1. **Examination of Product.** Examine each unit carefully to verify that the materials, design, construction, markings, and workmanship comply with the requirements of this specification.

- 4.3.2. **Continuity Tests.** Check the wiring to determine conformance with the requirements this specification.

- 4.3.3. **Operational Test.** Operate each unit for at least 15 min. to permit equipment temperature stabilization and observation of a sufficient number of performance characteristics to ensure compliance with this specification.

- 4.4. **Stand-Alone Test.** Conduct a Stand-Alone Test for each unit after installation. The test must exercise all stand-alone (non-network) functional operations. Notify the Engineer 5 working days before conducting this test.

- 4.4.1. **Performance Test.** Ensure the VIVDS meets functional performance requirements of Section 2.55 using the following methods:

Verify presence detection accuracy at installed field sites by comparing sample data collected from the detection system with ground truth data collected by human observation. Collect samples and ground truth data for each detection zone for a minimum of 5 minutes during a peak period and 5 minutes during an off-peak period. Ensure the sample period for each zone includes a minimum of 3 vehicles. Perform tests in the presence of the Engineer.

Recorded video of all cameras showing vehicle detections during a 24 hr. period at each intersection must be provided within 30 days upon request. This video must allow verification of proper camera placement, field of view, focus, detection zone placement, and operation.

- 4.5. **System Integration Test.** Conduct a System Integration Test on the complete functional system. Demonstrate all control and monitor functions for each system component and operate the system for 72 hr.. Supply 2 copies of the System Operations manual before the System Integration Test. Notify the Engineer 10 working days before conducting this testing. The Department may witness all the tests. Conduct a System Integration Test on the complete functional system. Demonstrate all control and monitor functions for each system component for 72 hr. Supply 2 copies of the System Operations manual before the System Integration Test. Notify the Engineer 10 working days before conducting this testing.

- 4.6. **Consequences of Test Failure.** If a unit fails a test, submit a report describing the nature of the failure and the actions taken to remedy the situation before modification or replacement of the unit. If a unit requires modification, correct the fault and then repeat the test until successfully completed. Correct minor discrepancies within 30 days of written notice to the Engineer. If a unit requires replacement, provide a new unit and then repeat the test until successfully completed. Major discrepancies that will substantially delay receipt and acceptance of the unit will be enough cause for rejection of the unit.

If a failure pattern develops in similar units within the system, implement corrective measures, including modification or replacement of units, to all similar units within the system as directed. Perform the corrective measures without additional cost or extension of the contract period.

- 4.7. **Final Acceptance Test.** Conduct a Final Acceptance Test on the complete functional system. Demonstrate all control, monitor, and communication requirements and operate the system for 90 days. The Engineer will furnish a Letter of Approval stating the first day of the Final Acceptance Test. The completion of the Final Acceptance Test occurs when system downtime due to mechanical, electrical, or other malfunctions to equipment furnished or installed does not exceed 72 hr. and any individual points of failure identified during the test period have operated free of defects.

- 4.8. **Consequences of Final Acceptance Test Failure.** If a defect within the system is detected during the Final Acceptance Test, document and correct the source of failure. Once corrective measures are taken, monitor the point of failure until a consecutive 30-day period free of defects is achieved.

If after completion of the initial test period, the system downtime exceeds 72 hr. or individual points of failure have not operated for 30 consecutive days free of defects, extend the test period by an amount of time equal to the greater of the downtime more than 72 hr. or the number of days required to complete the performance requirement of the individual point of failure.

- 4.9. **Relocation and Removal**

- 4.9.1. **Pre-Test.** Tests may include, but are not limited to, physical inspection of the unit and cable assemblies. Include the sequence of the tests in the procedures along with acceptance thresholds. Contractor to resubmit, if necessary, rejected test procedures for final approval within 10 days. Review time is calendar days. Conduct all tests in accordance with the approved test procedures.

Conduct basic functionality testing before removal of VIVDS field equipment. Test all functional operations of the equipment in the presence of representatives of the Contractor and the Department. Ensure that both representatives sign the test report indicating that the equipment has passed or failed each function. Once removed, the equipment becomes the responsibility of the Contractor until accepted by the Department. Compare test data before removal and test data after installation. The performance test results after relocation must be equal to or better than the test results before removal. Repair or replace those components within the system that failed after relocation, but passed before removal.

- 4.9.2. **Post-Test.** Testing of the VIVDS field equipment is for relieving the Contractor of maintenance of the system. The Contractor will be relieved of the responsibility for maintenance of the system in accordance with Item 7, "Legal Relations and Responsibilities," after a successful test period. The Contractor will not be required to pay for electrical energy consumed by the system.

After all existing VIVDS field equipment has been installed, conduct approved continuity, stand alone, and performance tests. Furnish test data forms containing the sequence of tests including all the data taken as well as quantitative results for all tests. Submit the test data forms to the Engineer at least 30 days before the day the tests are to begin. Obtain Engineer's approval of test procedures before submission of equipment for tests. Send at least 1 copy of the data forms to the Engineer.

Conduct an approved stand-alone test of the equipment installation at the field sites. At a minimum, exercise all stand-alone (non-network) functional operations of the field equipment installed per the plans as directed. Complete the approved data forms with test results and turn over to the Engineer for review and either acceptance or rejection of equipment. Give at least 30 working days notice before all tests to permit the Engineer or his representative to observe each test.

The Department will conduct approved VIVDS field equipment system tests on the field equipment with the central equipment. The tests will, as a minimum, exercise remote control functions and confirm communication with field equipment.

If any unit fails to pass a test, prepare a report and deliver it to the Engineer. Describe the nature of the failure and the corrective action needed. If the failure is the result of improper installation or damage during reinstallation, reinstall or replace the unit and repeat the test until the unit passes successfully, at no additional cost to the Department or extension of the Contract period.

5. MEASUREMENT

The VIVDS will be measured as each major system component furnished, installed, relocated, made fully operational, and tested or removed in accordance with this Special Specification or as directed.

The VIVDS communication cable will be measured by the foot of the appropriate media type furnished, installed, made fully operational, and tested in accordance with this Specification, other referenced Special Specifications, or as directed.

When the VIVDS is used on a temporary basis, the VIVDS will be measured as each system furnished, installed, made fully operational, including reconfiguration and removal if required by the plans, and tested in accordance with this Special Specification or as directed.

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

When recorded, video is required. It will be paid for by each camera recorded.

6. PAYMENT

- 6.1. **Furnish and Install.** The work performed, materials, and all accompanying software furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "VIVDS Processor System," "VIVDS Camera Assembly" of the various types, "VIVDS Central Control Software," "VIVDS Temporary," "VIVDS Cabling," and "VIVDS Video Recording." These prices are full compensation for furnishing, configuring, placing, and testing all materials and equipment, and for all tools, labor, equipment, hardware, operational software packages, supplies, support, personnel training, shop drawings, documentation, and incidentals.

These prices include all interfaces required for the field and remote communications links along with any associated peripheral equipment, including cables; all associated mounting hardware and associated field equipment; and incidentals required for a complete and fully functional video imaging vehicle detection system.

- 6.2. **Install Only.** The work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "VIVDS Processor System (Install Only)," "VIVDS Camera Assembly (Install Only)," "VIVDS Temporary (Install Only)," and "VIVDS Cabling (Install Only)." This price is full compensation for installing, configuring, integrating, and testing the completed installation, including VIVDS equipment, voltage converters or injectors, cables, connectors, associated equipment, and mounting hardware; and for all labor, tools, equipment, documentation, testing, training, software, and incidentals necessary to complete the work.

- 6.3. **Relocate.** The work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "VIVDS Processor System (Relocate)," "VIVDS Camera Assembly (Relocate)," "VIVDS Temporary (Relocate)," and "VIVDS Cabling (Relocate)." This price is full compensation for relocating and making fully operational existing equipment; furnishing and installing additional cables or connectors; testing, delivery, and storage of components designated for salvage or reuse; and all labor, tools, equipment and incidentals necessary to complete the work.

- 6.4. **Remove.** The work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "VIVDS Processor System (Remove)," "VIVDS Camera Assembly (Remove)," "VIVDS Temporary (Remove)," and "VIVDS Cabling (Remove)." This price is full compensation for removing existing

equipment as shown on the plans; testing, delivery, and storage of components designated for salvage; and all labor, materials, tools, equipment, and incidentals necessary to complete the work.

Special Specification 6438

Mobile Retroreflectivity Data Collection for Pavement Markings



1. DESCRIPTION

Furnish mobile retroreflectivity data collection (MRDC) for pavement markings on roadways as shown on the plans or as designated by the Engineer. Conduct MRDC on dry pavement only. Provider is defined as the Contractor or Subcontractor who collects the MRDC data.

2. EQUIPMENT AND PERSONNEL

- 2.1. **Mobile Retroreflectometer.** Provide a self-propelled, mobile retroreflectometer certified by the Texas A&M Transportation Institute (TTI) Mobile Retroreflectometer Certification Program.
- 2.2. **Portable Retroreflectometer.** Provide a portable retroreflectometer that uses 30-meter geometry meeting the requirements described in ASTM E 1710. Maintain, service, and calibrate all portable retroreflectometers according to the manufacturer's instructions.
- 2.3. **Operating Personnel for Mobile Retroreflectometer.** Provide all personnel required to operate the mobile retroreflectometer and portable retroreflectometer. Ensure MRDC system operator has a current certification from the TTI Mobile Retroreflectometer Certification Program to conduct MRDC with the certified mobile retroreflectometer provided.
- 2.4. **Additional Personnel.** Provide any other personnel necessary to compile, evaluate, and submit MRDC.
- 2.5. **Safety Equipment.** Supply and operate all required safety equipment to perform this service.

3. MRDC DOCUMENTATION AND TESTING

Document all MRDC by county and roadway or as directed by the Engineer. Submit all data to the Department and to the TTI Mobile Retroreflectometer Certification Program no later than three working days after the day the data is collected. Submit all raw data collected in addition to all other data submitted. Provide data files in Microsoft Excel format or a format approved by the Engineer. Provide measurement notification and field tests as specified. Verification and referee testing may be conducted at the Department's discretion.

- 3.1. **Preliminary Documentation Sample.** Submit a sample data file, video, and map of MRDC data in the required format 10 working days before beginning any work. The format must meet specification and be approved by the Engineer before any work may begin.
- 3.2. **Initial Documentation Review and Approval.** The Department will review documentation submitted for the first day of MRDC, and if it does not meet specification requirements, will not allow further MRDC until deficiencies are corrected. The Department will inform the Provider no later than three working days after submittal if the first day of MRDC does not meet specification requirements. Time charges will continue unless otherwise directed by the Engineer.
- 3.3. **Data File.** Provide data files with the following:
 - date;
 - district number;

- county;
- Project CSJ number;
- name of mobile retroreflector operator;
- route number with reference markers or other reference information provided by the Engineer to indicate the location of beginning and end data collection points on that roadway;
- cardinal direction;
- line type (single solid, single broken, double solid, etc.);
- line color;
- file name corresponding to video;
- data for each centerline listed separately;
- average reading taken for each 0.1-mi. interval (or interval designated by the Engineer);
- accurate GPS coordinates (within 20 ft.) for each interval;
- color-coding for each interval indicating passing or failing, unless otherwise directed by the Engineer (passing and failing thresholds provided by the Engineer);
- graphical representation of the MRDC (y-axis showing retroreflectivity and x-axis showing intervals) corresponding with each data file;
- distance in miles driven while measuring the pavement markings;
- event codes (pre-approved by the Engineer) indicating problems with measurement;
- portable retroreflector field check average reading and corresponding mobile average reading for that interval when applicable; and
- upper validation threshold (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

3.4. **Map.** Provide a map in an electronic format approved by the Engineer with each MRDC submission that includes the following information:

- date;
- district number;
- county;
- color-coded 1-mi. intervals (or interval length designated by the Engineer) for passing and failing retroreflectivity values or retroreflectivity threshold values provided by the Engineer; and
- percentage of passing and failing intervals, if required by the Engineer.

3.5. **Video.** Provide a high-quality DVD or electronic video file with the following information:

- date and corresponding data file name on label;
- district number;
- county;
- route number with reference markers or other designated reference information to indicate the location of beginning and end collection points on that roadway; and
- retroreflectivity values presented on the same screen with the following information:
 - date;
 - location;
 - starting and ending mileage;
 - total miles;
 - retroreflectivity readings; and
 - upper validation thresholds (may be included separately with the raw data but must be clearly identified with the data collected using that threshold).

3.6. **Field Comparison Checks with a Portable Retroreflector.** Take a set of field comparison readings with the portable retroreflector at least once every 4 hr. while conducting MRDC or at the frequency designated by the Engineer. Take a minimum of 20 readings, spread out over the interval measured. List the average portable retroreflector reading next to the mobile average reading for that interval with the

reported MRDC data. Request approval from the Engineer to take field comparison readings on a separate roadway, when measuring a roadway where portable retroreflectometer readings are difficult to take. Take the off-location field comparison readings at no additional cost. Submit the portable retroreflectometer printout of all the readings taken for the field comparison check with the corresponding MRDC data submitted. The mobile average reading must be within $\pm 15\%$ of the portable average reading. The Engineer may require new MRDC for some or all of the pavement markings measured in a 4-hr. interval before a field comparison check not meeting the $\pm 15\%$ range. Provide the new MRDC at no extra cost to the Department. The Engineer may take readings with a Department portable retroreflectometer to ensure accuracy at any time. The Department's Materials and Tests Division (MTD) will take comparison readings and serve as the referee if there is a significant difference between the Engineer's portable readings and the Provider's mobile and handheld readings. For best results, take field comparison readings on a fairly flat and straight roadway when possible.

- 3.7. **Periodic Field Checks at Pre-Measured Locations.** When requested by the Engineer, measure with the mobile unit and report to the Engineer immediately after measurement the average retroreflectivity values for a designated pre-measured test location. The Engineer will have taken measurements at the test location within 10 days of the test. The test location will not include pavement markings less than 30 days old. If the measured averages do not fall within $\pm 15\%$ of the pre-measured averages, further calibration and comparison measurements may be required before any further MRDC. Submit the results of the field check with the MRDC report for that day.
- 3.8. **Measurement Notification.** Provide notification via email to Mobileretro@tamu.edu with a carbon copy to the Engineer a minimum of 24 hr. before mobile retroreflectivity data collection to allow for scheduling verification testing when needed.
- 3.9. **Verification Testing.** The Engineer or a third party may perform retroreflectivity verification testing within seven days of the Provider's retroreflectivity readings. The Provider-submitted retroreflectivity data will be compared to the verification test data to determine acceptability of the Provider's mobile retroreflectometer data. Comparison of the data will result in one of the two scenarios below:
- Provider's Data is Validated – if the difference between Provider's and Engineer-third party data is 20% or less, then the Provider's data is validated. The Provider's data will be used for acceptance.
 - Provider's Data is not Validated – if the difference between Provider's and Engineer-third party data is more than 20%, then the Provider's data is not validated. The Engineer-third party data will be used for acceptance and the Provider will be required to take corrective action before additional Provider data collection and may require re-certification of the mobile retroreflectometer. If the Engineer determines that the Provider's data might be correct then, referee testing may be requested by the Engineer.
- 3.10. **Referee Testing.** MTD will perform referee testing using portable retroreflectometers to determine if the markings need to be restriped to meet the required retroreflectivity level. The referee test results will be final. Referee testing will be conducted on the verification test sections using the method for portable retroreflectometers specified in Item 666, "Reflectorized Pavement Markings."

4. FINAL REPORT

Submit a final report in the format specified by the Engineer to the Department's Traffic Engineering representative within one calendar week after the service is complete. The final report must contain a list of all problems encountered (pre-approved event codes) and the locations where problems occurred during MRDC.

5. MEASUREMENT

When mobile retroreflectivity data collection for pavement markings is specified on the plans to be a pay item, measurement will be by the mile driven while measuring pavement markings.

6. PAYMENT

Unless otherwise specified on the plans, the work performed, materials furnished, equipment, labor, tools, and incidentals will not be paid for directly, but will be considered subsidiary to bid items of the Contract. When mobile retroreflectivity data collection for pavement markings is specified on the plans to be a pay item, the work performed in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "Mobile Retroreflectivity Data Collection." This price is full compensation for providing summaries of readings to the Engineer, equipment calibration and prequalification, equipment, labor, tools, and incidentals.