

SECTION 025404
ASPHALTS, OILS AND EMULSIONS (S-29)

1. DESCRIPTION

This specification shall govern all work for asphalt cement, cut-back asphalts, emulsified asphalts, other miscellaneous asphaltic materials and latex additives required to complete the project.

2. MATERIALS

When tested according to Texas Department of Transportation Test Methods, the various materials shall meet the applicable requirements of this specification.

A. ASPHALT CEMENT. The asphalt cement shall be homogeneous, shall be free from water, shall not foam when heated to 347 F and shall meet the requirements in Table 1.

TABLE 1

Viscosity Grade	AC-1.5		AC-3		AC-5		AC-10		AC-20		AC-30	
Property	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, 140 F, poises	100	200	250	350	400	600	800	1200	1600	240	2400	360
275 F, poises	0.7	-	1.1	-	1.4	-	1.9	-	2.5	0	3.0	0
										-		-
Penetration, 77 F 100 g, 5 sec	250	-	210	-	135	-	85	-	55	-	45	-
Flash Point, C.O.C., F	425	-	425	-	425	-	450	-	450	-	450	-
Solubility in Trichloroethylene, %	99.0	-	99.0	-	99.0	-	99.0	-	99.0	-	99.0	-
Spot Test	Negative for all grades											
Tests on Residue from Thin Film Oven Test:												
Viscosity, 140 F, poises												
Ductility, 77 F, 5 cm per min., cm	-	450	-	900	-	1500	-	3000	-	600	-	900
										0		0
	100	-	100	-	100	-	100	-	70	-	50	-
	*									-		-

*If the ductility at 77 F is less than 100 cm, the material will be acceptable if its ductility at 60 F is more than 100 cm.

CAUTION: Heating of asphaltic materials (except emulsions) constitutes a fire hazard. Proper precautions should be used in all cases, especially with RC cutbacks. The utmost care shall be taken to prevent open flames from coming in contact with the asphaltic material or the gases of same. The Contractor shall be responsible for damage from any fires or accidents which may result from heating the asphaltic materials.

B. LATEX MODIFIED ASPHALT.

- a. Latex Additive. The latex additive shall be an emulsion of styrene-butadiene low-temperature copolymer in water. The emulsion shall have good storage stability and possess the following properties.

Monomer Ratio of Latex,	-	73 ± 5
butadiene to styrene		27 ± 5
Minimum Solids Content, percent by weight	-	45
Viscosity of Emulsion at 77 ± 1 F, cps, max (No. 3 spindle, 20 rpm, Brookfield RVT Viscometer)	-	2000

The manufacturer shall furnish the actual styrene-butadiene rubber (SBR) content for each batch of latex emulsion. This information shall accompany all shipments to facilitate proper addition rates.

- b. Latex Modified Asphalt Cement. The latex modified asphalt cement shall consist of an AC-5 or AC-10 asphalt cement in accordance with Subarticle 300.2 (1) to which a styrene-butadiene rubber latex has been added. The amount shown is based on latex solids in the finished asphalt cement-latex additive blend. Possible combinations and their intended uses are as follows:

Material	Use
AC-5 + 2% latex solids	Surface treatments
AC-10 + 2% latex solids	Surface treatments or asphaltic concrete
AC-10 + 3% latex solids	Asphaltic concrete
AC-10 + 3% latex solids (High viscosity blend)	Asphaltic concrete where maximum high temperature toughness is needed.

The finished asphalt cement-latex additive blend shall be smooth, homogeneous, and comply with the requirements in Table 2.

TABLE 2

Type – Grade	AC-5 + 2% Latex Solids	AC-10 + 2% Latex Solids	AC-10 + 3% Latex Solids	AC-10 + 3% Latex Solids (High Viscosity Blend)
Property				
Minimum SBR content, percent by wt. solids (IR determination)*	2.0	2.0	3.0	3.0
Penetration, 100g, 5 sec, 77 F, min	120	80	75	75
Viscosity, 140 F, poises, minimum	700	1300	1600	2300
Viscosity, 275 F, poises, maximum	7.0	8.0	12.0	12.0
Ductility, 39.2 F, 1cm/min, cm, minimum				
Ductility, 39.2 F, 5 cm/min, cm, minimum				
Separation of Polymer after 48 hrs. at 325 F	None	None	None	None
Separation of Polymer after 5 hrs. at 325 F **	None	None	None	None

* The asphalt supplier shall furnish the Department samples of the asphalt cement and latex emulsion used in making the finished product.

** Applies in lieu of the 48 hour requirement when the latex modified asphalt is to be used in asphaltic concrete and the latex additive is introduced separately at the mix plant, either by injection into the asphalt line or into the mixer.

- c. Latex Modified Cutback Asphalt. The latex modified cutback asphalt shall be a medium curing cutback produced from an asphalt cement to which has been added a styrene-butadiene rubber latex. The latex modified cutback asphalt shall comply with the requirements in Table 3.

TABLE 3

Type – Grade	MC-2400 Latex	
Property	Min	Max
Kinematic Viscosity @ 140 F, cst	2400	4800
Water, percent	-	0.2
Flash Point, T.O.C., F	150	-
Distillation Test:		
Distillate, percentage by volume of total distillate to 680 F		
to 500 F	-	35
to 600 F	35	80
Residue from Distillation, volume %	78	-
Tests on Distillation Residue:		
Minimum SBR Content percent by wt. solids (IR determination)*	2.0	-
Penetration, 100g, 5 sec., 77 F	150	300
Ductility, 5cm/min, 77 F, cm	50	-
Solubility in Trichloroethylene, %	99.0	-

* The asphalt supplier shall furnish the Department samples of the asphalt cement and latex emulsion used in making the finished product.

C. CUTBACK ASPHALT. Cutback asphalt shall meet the requirements indicated in Tables 4 and 5 for the specified type and grade.

TABLE 4
RAPID CURING TYPE CUTBACK ASPHALT

Type - Grade	RC-250		RC-800		RC-3000	
Property	Min	Max	Min	Max	Min	Max
Kinematic Viscosity @ 140 F, cst	250	400	800	1600	3000	6000
Water, percent	-	0.2	-	0.2	-	0.2
Flash Point, T.O.C., F	80	-	80	-	80	-
Distillation Test:						
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:						
Penetration, 100g, 5 sec., 77 F	80	120	80	120	80	120
Ductility, 5cm/min, 77 F, cm	100	-	100	-	100	-
Solubility in Trichloroethylene, %	99.0	-	99.0	-	99.0	-
Spot Test	Negative for all grades					

CAUTION: R.C. CUTBACKS ARE EXTREMELY FLAMMABLE!

TABLE 5
MEDIUM CURING TYPE CUTBACK ASPHALT

Type - Grade	MC-30		MC-70		MC-250		MC-800		MC-3000	
Property	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Kinematic Viscosity @ 140 F, cst	30	60	70	140	250	500	800	1600	3000	6000
Water, percent	-	0.2	-	0.2	-	0.2	-	0.2	-	0.2
Flash Point, T.O.C., F	100	-	100	-	150	-	150	-	150	-
Distillation Test:										
Distillate, percentage by volume of total distillate to 680 F										
to 437 F	-	25	-	20	-	10	-	-	-	-
to 500 F	40	70	20	60	15	55	-	35	-	15
to 600 F	75	93	65	90	60	87	45	80	15	75
Residue from Distillation, volume %	50	-	55	-	67	-	75	-	80	-
Tests on Distillation Residue:										
Penetration, 100g, 5 sec., 77 F	120	250	120	250	120	250	120	250	120	250
Ductility, 5cm/min, 77 F, cm	100*	-	100*	-	100*	-	100	-	100*	-
Solubility in Trichloroethylene, %	99.0	-	99.0	-	99.0	-	99.0	-	99.0	-
Spot Test	Negative for all grades									

* If the penetration of residue is more than 200 and the ductility at 77 F is less than 100 cm, the material will be acceptable if its ductility at 60 F is more than 100.

D. EMULSIFIED ASPHALT. Emulsified asphalt shall be homogeneous, shall show no separation of asphalt after thorough mixing and shall meet the requirements for the specified type and grade shown in Tables 6 through 9

TABLE 6
ANIONIC EMULSIONS

Type - Grade	Rapid Setting				Medium Setting		Slow Setting			
	RS-2		RS-2h		MS-2		SS-1		SS-1h	
Property	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol at 77 F, sec at 122 F, sec	-	-	-	-	-	-	20	100	20	100
Sieve Test, %	-	0.10	-	0.10	-	0.10	-	0.10	-	0.10
Miscibility (Standard Test)	-	-	-	-	-	-	Passing		Passing	
Cement Mixing, %	-	-	-	-	-	-	-	2.0	-	2.0
Demulsibility, 35 ml of 0.02 N CaCl ₂ , %	60	-	60	-	-	30	-	-	-	-
Storage Stability, 1 day, %	-	1	-	1	-	1	-	1	-	1
Freezing Test, 3 cycles*	-	-	-	-	Passing		Passing		Passing	
Distillation Test:										
Residue by Distillation, % by weight	65	-	65	-	65	-	60	-	60	-
Oil Distillate, % by volume of emulsion	-	2	-	2	-	2	-	2	-	2
Tests on Residue from Distillation:										
Penetration at 77 F, 100 g, 5 sec	120	160	80	110	120	160	120	160	70	100
Solubility in Trichloroethylene, %	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-
Ductility at 77 F, 5 cm/min, cm	100	-	80	-	100	-	100	-	80	-

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

TABLE 7
HIGH FLOAT ANIONIC EMULSIONS

	Rapid Setting		Medium Setting	
Type - Grade	HFRS - 2		AES - 300	
Property	Min	Max	Min	Max
Viscosity, Saybolt Furol				
at 77 F, sec	-	-	75	400
at 122 F, sec	150	400	-	-
Sieve Test, %	-	0.10	-	0.10
Coating Ability and Water Resistance:				
Coating, dry aggregate	-	-	good	
Coating, after spraying	-	-	fair	
Coating, wet aggregate	-	-	fair	
Coating, after spraying	-	-	fair	
Demulsibility 35 ml of 0.02 N CaCl ₂ , %	50	-	-	-
Storage Stability Test, 1 day, %	-	1	-	1
Distillation Test:				
Residue by Distillation, % by weight	65	-	65	-
Oil Distillate, by volume of emulsion, %	-	2	-	5
Tests on Residue from Distillation:				
Penetration at 77 F, 100 g, 5 sec	100	140	300	-
Solubility in Trichloroethylene, %	97.5	-	97.5	-
Ductility at 77 F, 5 cm/min, cm	100	-	-	-
Float Test at 140 F, sec	1200	-	1200	-

TABLE 8
CATIONIC EMULSIONS

	Rapid Setting				Medium Setting				Slow Setting			
Type - Grade	CRS-2		CRS-2h		CMS-2		CMS-2s		CSS-1		CSS-1h	
Property	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol												
at 77 F, sec	-	-	-	-	-	-	-	-	20	100	20	100
at 122 F, sec	150	400	150	400	100	300	100	300	-	-	-	-
Sieve Test, %	-	0.10	-	0.10	-	0.10	-	0.10	-	0.10	-	0.10
Cement Mixing, %	-	-	-	-	-	-	-	-	-	2.0	-	2.0
Demulsibility, 35 ml 0.8 percent sodium dioctyl sulfosuccinate, %	40	-	40	-	-	-	-	-	-	-	-	-
Storage Stability, 1 day, %	-	1	-	1	-	1	-	1	-	1	-	1
Coating Ability and Water Resistance:												
Coating, dry aggregate	-	-	-	-	good		good		-	-	-	-
Coating, after spraying	-	-	-	-	fair		fair		-	-	-	-
Coating, wet aggregate	-	-	-	-	fair		fair		-	-	-	-
Coating, after spraying	-	-	-	-	fair		fair		-	-	-	-
Particle Charge Test	positive		positive		positive		positive		positive		positive	
Distillation Test:												
Residue by Distillation, % by wt	65	-	65	-	65	-	65	-	60	-	60	-
Oil Distillate, % by volume of emulsion	-	2	-	2	-	7	-	5	-	2	-	2
Tests on Residue from Distillation:												
Penetration at 77 F, 100 g, 5 sec	120	160	80	110	120	200	300	-	120	160	80	110
Solubility in Trichloroethylene, %	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-
Ductility at 77 F, 5 cm/min, cm	100	-	80	-	100	-	-	-	100	-	80	-

TABLE 9
POLYMER MODIFIED EMULSIONS

	High Float Anionic		Cationic Rapid	
	Rapid Setting		Setting	
Type-Grade	HFRS-2P		CRS-2P	
Property	Min	Max	Min	Max
Polymer Content, percent by weight of the				
distillation residue *	3.0	-	3.0	-
Viscosity, Saybolt Furol at 122 F, sec	150	400	150	400
Storage Stability Test, 1 day, %	-	1	-	1
Demulsibility, 35 ml of 0.02 N CaCl ₂ , %	40	-	-	-
Demulsibility, 35 ml 0.8 percent sodium				
dioctyl sulfosuccinate, %	-	-	40	-
Sieve Test, %	-	0.10	-	0.10
Particle Charge Test	-		Positive	
**Distillation Test:				
Oil distillate, by volume of emulsion, %	-	2	-	2
Residue, % by wt	65	-	65	-
Tests on Residue from Distillation:				
Float Value at 140 F, sec	1200	-	-	-
Penetration, 77 F, 100 g, 5 sec	100	140	110	150
Ductility, 39.2 F, 5 cm/min, cm	50	-	50	-
Viscosity at 140 F, poises	1500	-	1300	-
Solubility in Trichloroethylene, %	97	-	97	-

* The emulsion supplier shall furnish the Department samples of the asphalt cement and polymer used in making the finished emulsion.

** The temperature on the lower thermometer shall be brought slowly to 350 F plus or minus 10 F and maintained at this temperature for 20 minutes. The total distillation shall be completed in 60 plus or minus 5 minutes from the first application of heat.

E. FLUXING MATERIAL. Fluxing material shall be free from foreign matter and shall be comprised of flux oil or a blend of flux oil and aromatic oil. The materials, when tested separately, shall meet the following requirements:

a. Flux Oil.

Properties	Minimum	Maximum
Water, weight percent	-	.2
Kinematic Viscosity, 140 F cst	60	200
Flash Point, C.O.C., F	200	-
Loss on Heating, 50 g, 5 hrs @ 325 F	10	Weight percent
Asphalt Content (100-200 Penetration residue by vacuum distillation), weight percent	25	-
Pour Point, F	-	60

b. Aromatic Oil.

Properties	Minimum	Maximum
Water, Weight Percent	-	.2
Kinematic Viscosity, 1400 F, cst	-	150
Flash Point, C.O.C., F	250	-
Loss on Heating, 50 g, 5 hrs @ 325 F, Weight percent	-	12
Pour Point, F	-	60

The aromatic oil, when blended with a maximum of 30 percent by weight of bitumen recovered from limestone rock asphalt by Test Method Tex-211-F, shall produce a material with a minimum penetration at 77 F of 85.

c. SPECIAL PRECOAT MATERIAL. Special precoat material shall meet the following requirements:

Properties	Minimum	Maximum
Water %	-	.2
Flash Point, C.O.C., F	200	-
Kinematic Viscosity at 140 F, cst	300	500
Distillation to 680 F:		
Initial Boiling Point, F	500	-
Residue by weight, %	70	-
Residue Penetration, 77F, 100g, 5 sec..		
200		

d. CRACKED FUEL OIL. Cracked fuel oil shall meet the following requirements:

Properties	Minimum	Maximum
Asphalt Content of 100 Penetration @ 77 F, %	65	80
Flash Point, C.O.C., F	250	-
Kinematic Viscosity at 140 F, cst	-	550
Loss @ 212 F, 20 g, 5 hrs %	-	3.0
Water and Sediment, %	-	2.0

- e. CRACK SEALER. This section sets forth the requirements for SS-1P polymer modified emulsion suitable for sealing fine cracks, and a rubber asphalt compound suitable for sealing cracks 1/8 inch or greater width. For cracks on the order of 1/8 inch width, HFRS-2P polymer modified emulsion as described in Section (4), Table 9 of this item may be used. Requirements for SS-1P and rubber-asphalt crack sealing compound are as follows:

- f. SS-1P Polymer Modified Emulsion. Specific requirements are as follows:

Properties	Minimum	Maximum
sPolymer Content, percent by		
Weight of the distillate residue	3	-
Viscosity, Saybolt Furol @ 77 F. sec	30	100
Storage Stability Test, one day, %	-	1
Cement Mixing, %	-	2.0
Sieve Test, %	-	.10
Miscibility (Standard Test)	Passing	

** Distillation:

Oil distillate, by volume of emulsion, %	-	2
Residue, %	60	-

Requirements on Residue from Distillation:

Penetration, 77 F, 100 g, 5 sec	100	140
Ductility, 39.2 F, 5cm/min, cm	50	-
Solubility in trichloroethylene, %	97	-
Viscosity @ 140 F, poises	1300	-

* The emulsion supplier shall furnish the Department samples of the asphalt cement and polymer used in making the finished emulsion.

** The temperature on the lower thermometer shall be brought slowly to 350 F plus or minus 10 F and maintained at this temperature for 20 minutes. The total distillation shall be completed in 60 plus or minus 5 minutes from the first application of heat.

- g. Rubber-Asphalt Crack Sealing Compound. This may be a proprietary material. The compound shall be capable of being melted and applied at a temperature of 400 F or less by a suitable oil jacketed kettle equipped with a pressure pump, a hose and a nozzle. It shall contain no water or highly-volatile matter. It shall not be tracked by traffic when cooled to road temperature.

The rubber-asphalt crack sealing compound shall meet the following requirements:

Properties	Minimum	Maximum
Rubber Content, percent by wt.	22	26
Flash Point, Modified C.O.C., F *	400	-
Penetration @ 77 F, 150 g, 5 sec ** 30	-	50
Penetration @ 32 F, 200 g, 60 sec** 12		

* The equipment and procedure shall be as specified in ASTM D 92 with the following modification. Prior to passing the test flame over the cup, agitate the sealing compound with a 3/8 inch to 2-inch-wide square-end metal spatula in a manner so as to bring the material on the bottom of the cup to the surface, i.e., turn the material over. This shall be done, starting at one side of the thermometer, moving around to the other, then returning to the starting point, using 8 to 10 rapid circular strokes. The agitation shall be accomplished in 3 to 4 seconds. The test flame shall be passed over the cup immediately after the stirring is completed. This procedure shall be repeated at each successive 10 F interval until the flash point is reached.

** The penetration shall be determined by ASTM D 5 except that the cone specified in ASTM D 217 shall be substituted for the penetration needle.

Properties of Rubber Used in Sealer. The rubber shall be one of the following types:

Type I - Ground tire rubber.

Type II - Mixture of ground tire rubber and high natural reclaimed scrap rubber. The natural rubber content, determined by ASTM D 297, shall be a minimum of 25 percent.

The ground rubber shall comply with the following gradation requirements when tested by Test Method Tex-200-F, Part 1.

U.S. Standard Sieve Size	Percent Retained	
	Type I	Type II
No. 8	0	-
No. 10	0-5	0
No. 30	90-100	50-70
No. 50	95-100	70-95
No. 100	-	95-100

The ground rubber shall be free from fabric, wire, cord or other contaminating materials.

Packaging. The rubber-asphalt crack sealing compound shall be packaged in boxes which contain two (2) 30-35 pound blocks that are individually packaged in a liner made of polyethylene, or other packaging approved by the Engineer.

- f. ASPHALT RECYCLING AGENT. The asphalt recycling agent shall be either a petroleum oil, referred to as recycling agent, or a petroleum oil emulsion, referred to as emulsified recycling agent. These agents may be used alone, or the emulsified recycling agent may be used in conjunction with emulsified asphalt having the same particle charge, i.e., a cationic emulsified asphalt must be used with a cationic emulsified recycling agent and an anionic emulsified asphalt with an anionic emulsified recycling agent. The supplier must clearly state whether the emulsified recycling agent being furnished is cationic or anionic. Specific requirements are as follows:

Emulsified Recycling Agent.

Properties	Minimum	Maximum
Viscosity, Saybolt Furol @ 77 F, sec	15	100
Sieve Test, %	-	.10
Miscibility *	No Coagulation	
Residue, % by wt. **	60	-
Test on Residue from Evaporation Test:		
Flash Point, C.O.C., F	400	-
Viscosity @ 140 F, cst	75	250
Viscosity @ 275 F, cst	-	10.0

*Performed according to Test Method Tex-521-C except that 0.02 N calcium chloride solution shall be used in place of water.

** Residue shall be determined by the evaporation method set forth in ASTM D 244, except that the sample shall be maintained at 300 F until foaming ceases, then cooled and weighed.

The ability of the residue from the evaporation test to restore the original properties of an aged asphalt cement shall be determined as follows. The residue shall be blended uniformly in the laboratory with a standard 14 to 16 penetration asphalt at a maximum rate of 20 percent by weight of the asphalt. The resulting blend must comply with all the requirements of Sub article 300.2.(1) for AC-20 asphalt cement.

The standard asphalt cement for the above blend shall be obtained by subjecting an AC-20 produced by Fina Oil and Chemical, Big Spring, Texas, meeting all requirements of this Item, to the thin film oven test as specified in Test Method Tex-510-C except that the test period shall be increased to obtain the required penetration.

- a) Recycling Agent. When recycling agent (petroleum oil) is specified, it shall meet the same requirements indicated above for the Residue from Evaporation Test on emulsified recycling agent.

3. STORAGE, HEATING AND APPLICATION TEMPERATURES

Asphaltic materials should be applied at the temperature which provides proper and uniform distribution and within practical limits avoiding higher temperatures than necessary. Satisfactory application should usually be obtained within the recommended ranges shown below. No material shall be heated above the maximum temperatures shown in Table 10.

TABLE 10

TYPE - GRADE	Application		Storage Maximum, F
	Recommended Range, F	Maximum Allowable, F	
AC-1.5 and AC-3	220-300	350	350
AC-5, 10, 20, 30	275-350	375	400
AC-5 or AC-10 + 2% SBR	300-375	390*	375
AC-10 + 3% SBR	300-350	350	360
RC-250	125-180	200	200
RC-800	170-230	260	260
RC-3000	215-275	85	285
MC-30	70-150	175	175
MC-70	125-175	200	200
MC-250	125-210	240	240
MC-800	175-260	275	275
MC-3000 & MC-2400 Latex	225-275	290	290
SS-1, SS-1h, SS-1P, CSS-1, CSS-1h, recycling agent, emulsified recycling agent	50-130	140	140
RS-2, RS-2h, MS-2, CRS-2, CRS2h, CRS-2P, CMS-2, CMS-2s, HFRS-2, HFRS-2P, AES-300	110-160	170	170
Special Precoat Material	125-250	275	275
Flux Oil	-	275	275
Aromatic Oil	-	275	275
Cracked Fuel Oil	160-220	260	260
Rubber-Asphalt Crack Sealer	350-375	400	-

*AC-5 + 2% SBR and AC-10 + 2% SBR which is designated for surface treatment work may be heated to a maximum temperature of 390 F by the supplier loading through an in-line heater, or, with the Engineer's permission, these materials may be heated to a maximum of 390 F by the Contractor just prior to application. When any of the SBR-modified asphalt cements are used in asphaltic concrete, the storage temperature at the mix plant should not exceed 350 F.

END OF SECTION

SECTION 025412
PRIME COAT (S-30)
(Asphalt Material Only)

1. DESCRIPTION

This specification shall consist of an application of asphalt material on the completed base course and/or other approved area in accordance with this specification.

Prime Coat shall not be applied when the air temperature is below 60 °F and falling, but it may be applied when the air temperature is above 50 °F and is rising, the air temperature being taken in the shade and away from artificial heat. Asphalt material shall not be placed when general weather conditions, in the opinion of the Engineer, are not suitable.

2. MATERIALS

The asphalt material used for the prime coat shall be MC-30, unless otherwise specified, and when tested by approved laboratory methods shall meet the requirements of the specification 025404 - Asphalts, Oils and Emulsions.

3. CONSTRUCTION METHODS

When, in the opinion of the Engineer, the area and/or base is satisfactory to receive the prime coat, the surface may be cleaned by sweeping or other approved methods. If found necessary by the Engineer, the surface shall be lightly sprinkled just prior to application of the asphalt material. The asphalt material shall be applied on the clean surface by an approved type of self-propelled pressure distributor so operated as to distribute the material in the quantity specified, evenly and smoothly under a pressure necessary for proper distribution. The Contractor shall provide all necessary facilities for determining the temperature of the asphalt material in all of the heating equipment and in the distributor, for determining the rate at which it is applied, and for securing uniformity at the junction of two distributor loads.

All storage tanks, piping, retorts, booster tanks and distributors used in storing or handling asphalt material shall always be kept clean and in good operating condition, and they shall be operated in such manner that there will be no contamination of the asphalt material with foreign material. It shall always be the responsibility of the Contractor to provide and maintain in good working order a recording thermometer at the storage-heating unit. The distributor shall have been recently calibrated, and the Engineer shall be furnished an accurate and satisfactory record of such calibration. After beginning of the work, should the yield on the asphalt material applied appear to be in error, the distributor shall be calibrated in a manner satisfactory to the Engineer before proceeding with the work.

Prime shall be applied at a temperature within the recommended range per Standard Specification 025404 "Asphalts, Oils, and Emulsions with that range being 70 to 150 °F for MC-30. Application rate shall be 0.15 GAL/SY, unless otherwise specified.

The Contractor shall be responsible for the maintenance of the surface until the Engineer accepts the work.

No traffic hauling or placement of any subsequent courses shall be permitted over the freshly applied prime coat until authorized by the Engineer.

Allow sufficient time for the prime coat to cure properly before applying surface treatment or asphaltic concrete pavement.

4. MEASUREMENT AND PAYMENT

Unless otherwise specified on the Bid Form, prime coat shall be measured by the gallon of asphalt material applied. Payment shall include furnishing, heating, hauling and distributing the asphalt material as specified; for furnishing, spreading and removing sand blotter material; for all freight involved; and for all manipulation, labor, materials, tools, equipment and incidentals necessary to complete the work.

SECTION 025424
HOT MIX ASPHALTIC CONCRETE PAVEMENT

1. DESCRIPTION

This specification shall govern all work required for furnishing and laying Hot Mix Asphalt Concrete (HMAC) surface, binder and base courses required to complete the project.

2. MATERIALS

2.1. Aggregate: The aggregate shall consist of a blend of course aggregate, fine aggregate and, if required, a mineral filler.

2.1.1. Coarse Aggregate shall consist of that fraction of aggregate retained on a No. 10 sieve and shall consist of crushed furnace slag, crushed stone, or crushed gravel.

Deterious material in coarse aggregate shall not exceed 2% per TEX-217-F.

Course aggregate shall be crushed such that a minimum of 85% of the particles have more than one crushed face, unless noted otherwise on plans.

Los Angeles abrasion losses for course aggregate shall not exceed 40% by weight for the surface course and 45% for the binder and base courses per TEX-410-A.

Polish Value not less than 30 for aggregate used in the surface course per TEX-438-A.

2.1.2. Fine Aggregate is defined as the fraction passing a No. 10 sieve and shall be of uniform quality.

Fine aggregate shall consist of screenings of material that passes the Los Angeles abrasion requirements per above. Screenings shall be blended with a maximum of 15% un-crushed aggregate or field sand for Type D mixes or a maximum of 10% uncrushed aggregate or field sand for Type A, B, and C mixes.

Grading of fine aggregate shall be as follows:

<u>Sieve Size</u>	<u>Percent Passing by Weight</u>
No. 10	100
No. 200	0-15

2.1.3 Filler shall consist of dry stone dust, Portland cement, hydrated lime, or other approved by the Engineer.

Grading of filler shall be as follows:

<u>Sieve Size</u>	<u>Minimum Percent Passing by Weight</u>
No. 30	95
No. 80	75
No. 200	55

2.2 Reclaimed Asphalt Pavement (RAP): Reclaimed asphalt pavement may be incorporated into the hot mix asphalt concrete furnished for the project, provided that the mixture is designed per the TX DOT Methods and meets the applicable provisions of said TX DOT Item 340 and this specification.

- 2.3 Asphalt: Asphalt Material shall be in accordance with Section 025404 "Asphalt, Oils, and Emulsions" and AASHTO.

2.3.1 Paving Mixture:

<u>APPLICATION</u>	<u>ASPHALT GRADE</u>
Residential or low volume	PG 64-22
Collector	
Surface Course	PG 70-22
Binder Course	PG 64-22
Arterial	
Surface Course	PG 76-22
Binder Course	PG 64-22
Base Courses	PG 64-22

- 2.3.2 Tack Coat shall consist of an emulsion, SS-1 diluted with equal volume of water and applied at a rate ranging from 0.05 to 0.15 gallons per square yard.

3. PAVING MIXTURE

- 3.1 Mix Design: The mixture shall be designed in accordance with TX DOT Bulletin C-14 and TEX-204-F to conform to the requirements of this specification. The Contractor shall furnish the mix design for the job-mix to be used for the project, unless shown otherwise on the drawings. The mix design shall be submitted prior to placement of mixture.

The design procedures are actually intended to result at a job-mix with properties in compliance with these specifications and when properly placed the job-mix will be durable and stable. The sieve analysis of the job-mix shall be within the range of the Master Gradation and Tolerances specified herein. The job-mix shall meet the density and stability requirements as specified and shall be included with the mix design as submitted per above.

If the specific gravity of any of the types of aggregates differ by more than 0.3, use volume method.

Plot sieve analysis of job-mix; percent passing versus size on four-cycle semi-log paper or other appropriate type paper. Show tolerance limits and Limits of Master Gradation.

- 3.2 Master Gradation of Aggregate: The aggregate for the type of mix specified shall be within the following tabulated limits per TEX-200-F (Dry Sieve Analysis):

Sieve Size	Type			
	A Coarse Base	B Fine Base	C Course Surface	D Fine Surface
1-1/2"	100			
1-1/4"	95-100			
1"		100		
7/8"	70-90	95-100	100	
5/8"		75-95	95-100	
1/2"	50-70			100
3/8"		60-80	70-85	85-100
1/4"				
No. 4	30-50	40-60	43-63	50-70
No. 10	20-34	27-40	30-40	32-42
No. 40	5-20	10-25	10-25	11-26
No. 80	2-12	3-13	3-13	4-14
No. 200	1-6*	1-6*	1-6*	1-6*
VMA % minimum	11	12	13	14

* 2-8 when Test Method Tex-200-F, Part II (Washed Sieve Analysis) is used.

- 3.3 Tolerances: The mixture delivered to the job site shall not vary from the job-mix by more than the tolerances specified below. The gradation of the produced mix shall not fall outside the Master Grading Limits, with the following exceptions: for Type B material courser than 3/8" and for Type D material courser than #4. Variations from job-mix shall not exceed the following limits, except as noted above:

Item:

1" to No. 10
No. 40 to No. 200
Asphalt Weight
Asphalt Volume

Tolerances Percent by Weight or Volume

Plus or Minus 5.0
Plus or Minus 3.0
Plus or Minus 0.5
Plus or Minus 1.2

- 3.4 Mix Properties: The mixture shall have a minimum Hveem stability of 40 for Type A, B, and C mixes and 35 for Type D mixes per TEX-208-F at an optimum density of 96% (plus or minus 1.5) of theoretical maximum per TEX-227-F and TEX-207-F.
- 3.5 Sampling and Testing of raw materials: The Contractor shall sample materials as necessary to produce a mix in compliance with these specifications.

4. **EQUIPMENT**

- 4.1 Mixing Plants. Mixing plants shall be either the weight batching type or the drum mix type. Both types shall be equipped with satisfactory conveyors, power units, aggregate handling equipment, aggregate screens and bins (weigh batch only), and pollution control devices as required.
- 4.2 Truck Scales. A set of truck scales, if needed for measurement, shall be placed at a location approved by the Engineer.
- 4.3 Asphalt Material Heating Equipment. Asphalt material heating equipment shall be adequate to heat the required amount of material to the desired temperature. Agitation with steam or air will not be permitted. The heating apparatus shall be equipped with a recording thermometer with a 24-hour continuous chart that will record the temperature of the asphalt at the highest temperature.
- 4.4 Surge-Storage System. A surge-storage system may be used provided that the mixture coming out of the bins is of equal quality to that coming out of the mixer. The system shall be equipped with a gob hopper, rotating chute, or other devices designed to minimize segregation of the asphalt mixture.
- 4.5 Laydown Machine. The laydown machine shall be capable of producing a surface that will meet the requirements of the typical cross section, of adequate power to propel the delivery vehicles and produce the surface tolerances herein required. It shall be wide enough to lay a 28-foot back-back street in a maximum of two passes.
- 4.6 Rollers. All rollers shall be self-propelled and of any type capable of obtaining the required density. Rollers shall be in satisfactory operating condition and free from fuel, hydraulic fluid, or any other fluid leaks.

5. **STORAGE, PROPORTIONING, AND MIXING**

- 5.1 Storage and Heating of Asphalt Materials. Asphalt cement shall not be heated to a temperature in excess of that recommended by the producer. Asphalt storage equipment shall be maintained in a clean condition and operated in such a manner that there will be no contamination with foreign matter.
- 5.2 Feeding and Drying of Aggregates. The feeding of various sizes of aggregate to the dryer shall be done in such a manner that a uniform and constant flow of materials in the required proportions will be maintained. In no case shall the aggregate be introduced into the mixing unit at a temperature in excess of 350 degrees F.
- 5.3 Proportioning. All materials shall be handled and proportioned in a manner that yield an acceptable mixture as herein specified and as defined by the job-mix.
- 5.4 Mixing.
 - 5.4.1 Weight Batch Plant. In charging the weigh box and in charging the pugmill from the weigh box, such methods or devices shall be used as necessary to minimize segregation of the mixture.
 - 5.4.2 Drum Mix Plant. The amount of aggregate and asphalt cement entering the mixer and the rate of travel through the mixer shall be coordinated so that a uniform mixture of the desired gradation and asphalt content will be produced.
 - 5.4.3 The mixture produced from each type of plant shall not vary from the job-mix by more than the tolerances and restrictions herein specified. The mixture when discharged from the plant shall have a moisture content not greater than one percent by weight of total mix when determined by Test Method TEX-212-F.

- 5.4.4 The mixture produced from each type of plant shall be at a temperature between 250- and 325-degrees F. After a target mixing temperature has been established, the mixture when discharged from the mixer shall not vary from this temperature by more than 25 degrees F.

6. **CONSTRUCTION METHODS**

- 6.1 Construction conditions. For mat thicknesses greater than 1.5 inches, the asphalt material may be placed with a laydown machine when the air temperature is 40 degrees F. and rising but not when the air temperature is 50 degrees and falling. In addition, mat thickness less than and including 1.5 inches shall not be placed when the temperature of the surface on which the mat is placed is below 50 degrees F.
- 6.2 Prime Coat. If a prime coat is required, it shall be applied and paid for as a separate item conforming to the requirements of the specification, "Prime Coat", except the application temperature shall be as provided above. The tack coat or asphaltic concrete shall not be applied on a previously primed flexible base until the primed base has completely cured to the satisfaction of the Engineer.
- 6.3 Tack Coat. Before the asphalt mixture is laid, the surface upon which the tack coat is to be placed shall be thoroughly cleaned to the satisfaction of the Engineer. The surface shall be given a uniform application of tack coat using materials and rates herein specified and/or as shown on the plans. The tack coat shall be rolled with a pneumatic tire roller as necessary.
- 6.4 Transporting Asphalt Concrete. The asphalt mixture shall be hauled to the job site in tight vehicles previously cleaned of all foreign matter. In cool weather or for long hauls, canvas covers and insulated truck beds may be necessary. The inside of the bed may be given a light coating of lime water or other suitable release agent necessary to prevent from adhering. Diesel oil not allowed.
- 6.5 Placing. The asphalt mixture shall be spread on the approved prepared surface with a laydown machine or other approved equipment in such a manner such that when properly compacted, the finished surface will be smooth or uniform density, and meet the requirements of the typical cross sections as shown on the plans.
- 6.5.1 Flush Structures. Adjacent to flush curbs, gutters, liners and structures, the surface shall be finished uniformly high so that when compacted, it will be slightly above the edge of the curb and flush structure.
- 6.5.2 Construction joints of successive courses of asphaltic material shall be offset at least six inches. Construction joints on surface courses shall coincide with lane lines, or as directed by the Engineer.
- 6.6 Compacting. The asphalt mixture shall be compacted thoroughly and uniformly with the necessary rollers to obtain the required density and surface tolerances herein described and any requirements as shown on the plans. Regardless of the method of compaction control followed, all rolling shall be completed before the mixture temperature drops below 175 degrees F.
- 6.7 In-Place Density. In-place density control is required for all mixtures except for thin, irregular level-up courses. Material should be compacted to between 96% and 92% of maximum theoretical density or between 4% and 8% air voids. Average density shall be greater than 92% and not individual determination shall be lower than 90%. Testing shall be in accordance with TEX-207-F and TEX-227-F. Pavement specimens, which shall be either cores or sections of the compacted mixture, will be tested as required to determine the percent air voids. Other methods, such as nuclear determination of in-place density, which correlate satisfactorily with actual project specimens may be used when approved by the Engineer.

- 6.8 Thickness. The total compacted average thickness of the combined HMAC courses shall not be less than the amount specified on the drawings. No more than 10% of the measured thicknesses shall be more than 1/4" less than the plan thickness(es). If so, the quantity for pay shall be decreased as deemed appropriate by the Engineer.
- 6.9 Surface smoothness criteria and tests. The pavement surface after compaction, shall be smooth and true to the established lines, grade, and cross-section. The surface shall be tested by the City with the Mays Roughness Meter.
- 6.10 The Mays Roughness Value for each block (intersection to intersection) or 600-foot section, whichever is the lesser, shall not exceed ninety inches per mile per traffic lane.

For each block of 600-foot section not meeting this criteria, the Engineer shall have the option of requiring that block or section to be reworked to meet the criteria, or paying an adjusted unit price for the surface course. The unit price adjustment shall be made on the following basis:

Adjusted Unit Price = (Adjustment Factor) X Surface Course Unit Bid Price

The adjustment factor shall be:

For Residential Streets:

Adjustment Factor = $1.999 - 0.0111 M$

For All Other Class Streets (Non Residential)

Adjustment Factor = $1.287 - 0.0143 M$

Where M - Mays Roughness Value

In no case shall the Contractor be paid more than the unit bid price. If the surface course is an inverted penetration (surface treatment) the Mays Roughness Value observed will be reduced by ten inches per mile, prior to applying the above criteria. Localized Defects (obvious settlements, humps, ridges, etc.) shall be tested with a ten-foot straightedge placed parallel to the roadway centerline. The maximum deviation shall not exceed 1/8 inch in ten feet. Areas not meeting these criteria shall be corrected to the satisfaction of the Engineer.

- 6.10 Opening to Traffic. The pavement shall be opened to traffic when directed by the Engineer. The Contractor's attention is directed to the fact that all construction traffic allowed on pavement open to the public will be subject to the State laws governing traffic on highways.

If the surface ravels, it will be the contractor's responsibility to correct this condition at his expense.

END OF SECTION

SECTION 025613
EXCAVATION, ROAD AND DRIVEWAY REPAIR

1. DESCRIPTION

The specifications presented in this item are intended to present a minimum level of quality in materials of the road and driveway repair being a part of the proposed water and sanitary sewer construction for which this set of specifications is applicable.

2. EXCAVATION

Where required by the alignment of the proposed water and/or sanitary sewer lines as indicated on the Construction Drawings, roads and driveways shall be excavated as true to line and proper depth as possible. Effort shall be expended to maintain as straight and narrow a trench as possible.

Where cutting through a concrete or asphalt paved surface, CONTRACTOR shall maintain a cut line as straight as possible.

Excavated material not suitable for backfill in adjacent trench areas shall be removed and disposed of at the CONTRACTOR's expense.

3. REPAIR OF TRENCHES IN PAVEMENT AREA

Trench area that has to be opened to traffic after backfilling shall be mechanically or hand tamped to a depth of 12 inches above the crown of the pipe, with select Class III material (bank sand), free from rocks and debris or clods which are larger than 2 inches.

The remainder of the trench shall be backfilled with cement sand to the proposed flexible base and compacted to 95% standard proctor. A minimum of eight inches (8") of road base material shall then be placed in the trench and compacted to 95% standard proctor.

Settlement or soft spots that develop as trench line consolidates shall be repaired by addition of road base material as required.

4. REPAIR OF PAVED SURFACES

Asphaltic paved driveways and road surfaces shall be brought to final smooth driving surface with 1-1/2 inches of compacted type "D" cold-mix. A tack of RC-250 shall be utilized for bonding the cold-mix to base material and existing asphalt edges.

5. STATE REQUIREMENTS

Requirements of the Texas Department of Transportation and Public Transportation for repair of paved surfaces within their jurisdiction shall have precedence over this specification.

6. MEASUREMENT AND PAYMENT

Measurement and payment of "Asphalt Driveway Repair", and "Asphalt Pavement Repair", and "Base Repair" shall be made at the unit price bid per square yard.

END OF SECTION

SECTION 025802
TEMPORARY TRAFFIC CONTROL
DURING CONSTRUCTION

1. DESCRIPTION

This specification shall govern all work required for Temporary Traffic Controls during construction. The work shall include furnishing, installing, moving, replacing, and maintaining all temporary traffic controls including, but not limited to, barricades, signs, barriers, cones, lights, signals, temporary detours, temporary striping and markers, flagger, temporary drainage pipes and structures, blue business signs, and such temporary devices as necessary to safely complete the project. Traffic control by the CONTRACTOR shall follow the guidelines as set forth in the Texas Manual of Uniform Traffic Control Devices. CONTRACTOR shall furnish traffic control plan to ENGINEER and the Texas Department of Transportation and obtain approval of plan from both prior to start of operation.

2. METHOD

Sufficient traffic control measures shall be used to assure a safe condition and to provide a minimum of inconvenience to motorists and pedestrians.

If the Traffic Control Plan (TCP) is included in the drawings, any changes to the TCP by the Contractor shall be prepared by a Texas licensed professional engineer and submitted to the City Engineer for approval, prior to construction. If the TCP is not included in the drawings, the Contractor shall provide the TCP prepared by a Texas licensed professional engineer and submit the TCP to the City Traffic Engineer for approval, prior to construction.

The Contractor is responsible for implementing and maintaining the traffic control plan and will be responsible for furnishing all traffic control devices, temporary signage and ATSSA certified flaggers. The construction methods shall be conducted to provide the least possible interference to traffic so as to permit the continuous movement of traffic in all allowable directions at all times. The Contractor shall cleanup and remove from the work area all loose material resulting from construction operations at the end of each workday.

All signs, barricades, and pavement markings shall conform to the BC standard sheets, TCP sheets and the latest version of the "Texas Manual on Uniform Traffic Control Devices".

The Contractor may be required to furnish additional barricades, signs, and warning lights to maintain traffic and promote motorist's safety. Any such additional signs and barricades will be considered subsidiary to the pay item for traffic control. All signs, barricades, and posts will be either new or freshly painted. The contractor and any traffic control subcontractor must be ATSSA certified for Traffic Control.

A competent person, responsible for implementation of the TCP and for traffic safety, shall be designated by the Contractor.

The name and off-hours phone number of the competent person shall be provided in writing at the Pre-Construction Conference.

The competent person shall be on site, during working hours and always on call in the event of off-hour emergency.

3. LIMITS OF INTERSECTION CLOSING

No intersections may be closed without specific authorization of the ENGINEER/CITY and the Texas Department of Transportation.

4. **ACCESS TO PROPERTY**

The CONTRACTOR shall always provide and maintain an all-weather driving surface and unencumbered ingress and egress to businesses and residences.

5. **MODIFICATIONS OF TRAFFIC CONTROL PLAN**

Modifications of the traffic control plan described herein shall be approved by the ENGINEER and the Texas Department of Transportation.

6. **MEASUREMENT AND PAYMENT**

Payment shall include, but not be limited to, furnishing, installing, moving, replacing and maintaining all temporary traffic controls including, but not limited to, barricades, signs, barriers, cones, lights, signals, temporary striping and markers, flaggers, removable and non-removable work zone pavements markings and signage, channelizing devices, temporary detours, temporary flexible-reflective roadway marker tabs, temporary traffic markers, temporary drainage pipes and structures, blue business signs, and such temporary devices and relocation of existing signs and devices. Payment shall be full compensation for all labor, equipment, materials, personnel, and incidentals necessary to provide a safe condition during construction of all phases and elements of the project and to complete the work. Measurement and payment for Traffic Control shall be considered subsidiary to the appropriate bid items.

END OF SECTION