

Item No. 340S
Hot Mix Asphaltic Concrete Pavement

340S.1 Description

This item shall govern base, level up, and pavement surface courses composed of a compacted mixture of aggregate and asphaltic cement mixed hot in a mixing plant. The hot mix asphaltic (HMA) concrete pavement shall be constructed on a previously completed and approved subgrade, subbase material, base material, concrete slab or existing pavement.

This specification is applicable for projects or work involving either inch-pound or SI units. Within the text and accompanying tables, the inch-pound units are given preference followed by SI units shown within parentheses.

340S.2 Submittals

The submittal requirements of this specification item may include:

- A. A mix design submittal including the plant corrected Job Mix Formula (JMF) for the hot mix asphaltic concrete,
- B. Certification that the aggregate materials meet appropriate quality requirements.
- C. Particle-size gradation and specific gravity tests on all aggregate materials.
- D. Certification that the asphalt cement for paving materials meet appropriate quality requirements.

340S.3 Materials

The Contractor shall furnish materials to meet the requirements specified herein and shall be solely responsible for the quality and consistency of the product delivered to the Project.

- A. Aggregate: The aggregate shall be composed of coarse aggregate, a fine aggregate and, if required or allowed, mineral filler and reclaimed asphalt pavement (RAP). RAP use will be allowed in all base course mixtures except as specifically excluded herein, in the Contract Documents or on the Drawings, provided no more than 20% RAP is used.

RAP use will not be permitted in pavement surface courses.

Aggregates shall meet the quality requirements of Table 1 and other requirements as specified herein. The aggregate contained in RAP will not be required to meet Table 1 requirements unless indicated otherwise on the Drawings.

1. Coarse Aggregate: Coarse aggregate is defined as that part of the aggregate retained on the No. 10 (2.00 mm) sieve and shall consist of clean, tough, durable fragments of crushed stone or crushed gravel of uniform quality throughout.

Gravel from each source shall be crushed to the extent that it has a minimum of 85% of the particles retained on the No. 4 (4.75 mm) sieve with two or more mechanically induced crushed faces as determined by TxDOT Test Method TEX-460-A (Part I). The material passing the No. 4 (4.75 mm) sieve and retained on the No. 10 (2.00 mm) sieve must be the produced from crushing aggregate that was originally retained on the No. 4 (4.75 mm) sieve.

2. Reclaimed Asphalt Pavement (RAP): RAP is defined as a salvaged, milled, pulverized, broken or crushed asphaltic pavement. The RAP to be used in the mix shall be crushed or broken to the extent that 100 percent will pass the 2-inch (50 mm) sieve.

The RAP shall be stockpiled in such a manner that assures that it will not become contaminated by dirt or other objectionable materials. Unless indicated otherwise on the Drawings, stockpiled, crushed RAP must not exhibit a decantation more than 5 percent or a plasticity index more than 8, when tested in accordance with TxDOT Test Method Tex-406-A, Part I, or Test Method Tex-106-E, respectively.

3. Fine Aggregate: Fine aggregate is defined as that part of the aggregate passing the No. 10 (2.00 mm) sieve and shall be of uniform quality throughout. A maximum of 15 percent of the total aggregate may be field sand or other uncrushed fine aggregate.

Screenings shall be supplied from sources whose coarse aggregate meets the abrasion and magnesium sulfate soundness loss requirements shown in Table 1.

- a) Unless indicated otherwise on the Drawings, stone screenings, which are the product of a rock crushing operation, are required and shall meet the following gradation requirements when tested in accordance with TxDOT Test Method Tex-200-F, Part I.

Material	Percent by Weight (Mass)
Passing 3/8 inch (9.50 mm) sieve.....	100
Passing No. 10 (2.00 mm) sieve.....	70-100
Passing No. 200 (75 µm) sieve.....	0-15

- b) Crushed gravel screenings may be used with, or in lieu of, stone screenings only when indicated on the Drawings. Crushed gravel screenings must be the product of crushing aggregate that was originally retained on the No. 4 (4.75 mm) sieve and must meet the gradation for stone screenings shown above.
- 4) Mineral Filler: Mineral filler shall consist of thoroughly dried stone dust, Portland cement, fly ash, lime or other mineral dust approved by the Engineer or designated representative. The mineral filler shall be free from foreign matter.

Portland cement manufactured in a cement kiln fueled by hazardous waste shall be considered as an approved product if the production facility is authorized to operate under regulation of the Texas Natural Resource Conservation Commission (TNRCC) and the U. S. Environmental Protection Agency (EPA). Supplier shall provide current TNRCC and EPA authorizations to operate the facility.

Fly ash obtained from a source using a process fueled by hazardous waste shall be considered as an approved product if the production facility is authorized to operate under regulation of the Texas Natural Resource Conservation Commission (TNRCC) and the U. S. Environmental Protection Agency (EPA). Supplier shall provide current TNRCC and EPA authorizations to operate the facility.

The addition of baghouse fines or other collected fines will be permitted if the mixture quality is not adversely affected in the opinion of the Engineer or designated representative. In no case shall the amount of material passing the No. 200 (75 µm) sieve exceed the tolerances of the job-mix formula or the master gradation limits.

When tested by TEX-200-F (Part I or Part III, as applicable), the mineral filler shall meet the following gradation requirements. Baghouse fines are not required to meet the gradation requirements.

Material	Percent by Weight (mass)
Passing No. 30 (600 µm) Sieve.....	95 - 100
Passing No. 80 (187.5 µm) Sieve, not less than.....	75
Passing No. 200 (75 µm) Sieve, not less than.....	55

TABLE 1: AGGREGATE QUALITY REQUIREMENTS *

Requirement	Test Method	Amount
COARSE AGGREGATE		
Deleterious Material, percent, maximum	Tex-217-F, I	1.5
Decantation, percent, maximum	Tex-217-F, II	1.5
Los Angeles Abrasion, percent, maximum	Tex-410-A	40
Magnesium Sulfate Soundness Loss 5 cycle, percent, maximum	Tex-410-A	30
FINE AGGREGATE		
Linear Shrinkage, maximum	Tex-107-E, II	3
COMBINED AGGREGATES		
Sand Equivalent Value, minimum	Tex-203-F	45

* - Aggregates, without added mineral filler or additives, combined as used in the job-mix formula (Plant Corrected).

B. Asphaltic Material

1. Paving Mixture. Asphalt cement for the paving mixture shall conform to the requirements of Standard Specification Item No. 301S, "Asphalts, Oils and Emulsions", for AC-20 or PG64-22, Styrene (SBS) Modified Asphalt Cement, AC-SBS Blend AC-45P or PG76-22S, unless otherwise indicated in the Project Documents.
2. Tack Coat: Tack Coat shall conform to Standard Specification Item No. 307S, "Tack Coat".

- C. Additives: Additives to facilitate mixing and/or improve the quality of the asphaltic mixture or tack coat may be used with the authorization of the Engineer or designated representative. The Contractor may choose to use either lime or a liquid anti-stripping agent to reduce moisture susceptibility of the aggregate.

340S.4 Paving Mixtures

An asphalt mixture design is developed by a laboratory process, which includes the determination of the quality and quantity of the asphalt cement and the individual aggregates, and the testing of the combined mixture (Laboratory Design). The Laboratory Design is subsequently revised to produce an appropriate job mix formula.

The job mix formula (JMF) lists the quantity of each component to be used in the mix after the laboratory design has been adjusted by running it through a particular plant (i.e. the mix design is Plant Corrected). The JMF will be the standard to which the Acceptance Plan will be applied. The JMF of one drum or batching unit shall not be used for another unit.

The Contractor shall submit to the Engineer on forms provided by the Engineer or designated representative, an asphalt mixture design reviewed, signed and sealed by a Registered Professional Engineer licensed in the State of Texas or certified by a TxDOT Level II Certified

Asphalt Technician. An asphalt mixture design shall be submitted for a comprehensive review every two (2) years. Mix designs older than one year will not be accepted without a review of current test data of the proposed materials and current mix design to ensure that the materials meet specification requirements.

The JMF (Plant Corrected) shall be submitted to the Engineer or designated representative on a form provided by the Engineer through the Construction Inspector or Project Manager of the Project for review, for each individual Project, a minimum of three (3) working days before the mixture is to be placed. Under no circumstances will a mixture be placed before its use is reviewed and approved by the Engineer or designated representative.

Performance of the mix design shall remain the responsibility of the Contractor.

- A. Mixture Design: The mix shall be designed in accordance with TxDOT Construction Bulletin C-14 and Test Method Tex-204-F to conform with the requirements herein. The master grading limits of the appropriate type and the JMF will be plotted on a graduated chart with sieve sizes raised to the 0.45 power and will be submitted to the Engineer or designated representative with the asphalt mixture design.

The Bulk Specific Gravity of aggregates in RAP will be determined on extracted aggregates.

- B. Types: The blend of coarse aggregate, fine aggregate, and mineral filler, if allowed, that is established by TxDOT Test Method Tex-200-F, Dry Sieve Analysis, shall conform to the master gradation shown in Table 2 for the type of specified mixture. The voids in the mineral aggregate (VMA) will be determined as a mixture design requirement only, in accordance with TxDOT Test Method Tex-207-F, and shall not be less than the value indicated in Table 2.

TABLE 2: Master Grading - Percent Passing by Weight (Mass) or Volume

Sieve Size US (SI)	Type A Coarse Base	Type B Fine Base	Type C Coarse Surface	Type D Fine Surface	Type F Fine Mixture
1-1/2" (37.5 mm)	100				
1-1/4" (31 mm)	95-100				
1" (25 mm)		100			
7/8" (22 mm)	70-90	95-100	100		
5/8" (15.5 mm)		75-95	95-100		
1/2" (12.5 mm)	50-70			100	
3/8" (9.5 mm)		60-80	70-85	85-100	100
1/4" (6.25 mm)					95-100
No. 4 (4.75 mm)	30-50	40-60	43-63	50-70	
No. 10 (2.00 mm)	20-34	27-40	30-40	32-42	32-42
No. 40 (425 µm)	5-20	10-25	10-25	11-26	9-24
No. 80 (187.5 µm)	2-12	3-13	3-13	4-14	3-13
No. 200 (75 µm)	1-6*	1-6*	1-6*	1-6*	1-6*
VMA % minimum	11	12	13	14	15
Rec. Min. Lift	3" (75 mm)	2" (50 mm)	1-3/4" (45 mm)	1" (25 mm)	3/4" (20 mm)

- C. Tolerances: Fluctuations in the aggregate gradation and asphalt content of the Job Mix Formula (JMF) shall not vary by more than the following criteria but the aggregate gradation shall be limited to the range of the master gradation as established by TEX-210-F.

SIEVES	Percent By Weight (Mass)
2" (50 mm) Sieve through No. 10 (2.00 mm) Sieve	±5.0
No. 40 (425 µm) through No. 200 (75 µm) Sieve	± 3.0
Asphalt Content	±0.5

- D. Stability and Density: The mixture shall be designed at or near optimum density, as indicated on the Drawings, to conform to the following percent of Maximum Theoretical Density as measured by TxDOT Test Method TEX-227-F and Stability conforming to TxDOT Test Method TEX-208-F. The laboratory mixture shall be molded in accordance with TxDOT Test Method TEX-206-F and the Bulk Specific Gravity determined in accordance with TxDOT Test Method TEX-207-F.

	Optimum Laboratory Density (%)	Laboratory Density (%)		Stability
		Min.	Max.	
Local Streets Surface Courses	96	94.5	97.5	35 Min.
Collectors & Arterials Surface Courses	96	94.5	97.5	40-60
All Base Courses	96	94.5	97.5	35 Min.

- E. Job Mix Formula Field Adjustments: The Contractor shall produce a mixture of uniform composition closely conforming to the reviewed JMF, that falls within the limits of the tolerances given above and the Acceptance Plan.

If it is determined by the City of Austin that adjustments to the JMF are necessary to achieve the specified requirements, the Engineer or designated representative may allow adjustments of the JMF within the following limits without a laboratory redesign of the mixture. The adjusted JMF shall not exceed the master grading criteria for the type of mixture specified. The proposed JMF adjustments shall not exceed 5 percent on any one sieve, ½-inch (12.5 mm) size and larger, or 3 percent on the sieve size below the 1/2-inch (12.5 mm) sieve of the JMF (Plant Corrected) reviewed for the Project.

When the proposed adjustments exceed either the 5 or 3 percent limits, and the Engineer or designated representative determines that the impact of these changes may adversely affect pavement performance, a new laboratory mixture design will be required.

The asphalt content may be adjusted with the concurrence of the Engineer or designated representative to maintain desirable laboratory density near the optimum value while achieving other mix requirements. However, increasing the asphalt content of the mixture in order to reduce pavement air voids will not be allowed. Also, if the percent air voids is determined to be less than 4 percent, adjustments shall be made to the plant production by the Contractor, within the tolerances as outlined above, so that an adequate air void level is attained.

340S.5 Equipment

The trucks that deliver the hot mix asphalt concrete material to the project shall be of sufficient number to insure a continuous paving operation. All equipment used for the production, placement and compaction of the mixture shall be maintained in good repair and operating

conditions to the satisfaction of the Engineer or designated representative. All equipment shall be made available for inspection. If the Engineer or designated representative expresses concern about the condition of any equipment, it shall not be used until it is repaired to the satisfaction of the Engineer or designated representative.

- A. **Mixing Plants:** Plants may be of the weigh-batch type, the modified weigh-batch type or drum-mix type equipped with suitable material conveyers, power units, mixing equipment, aggregate proportioning devices, dryers, bins, dust collectors and sensing and recording devices as appropriate for the mixing plant type. The mixing plants shall meet the requirements specified in Section 340.4, 'Equipment' of TxDOT Specification Item No. 340, "Hot Mix Asphaltic Concrete Pavement".
- B. **Spreading and Finishing Paving Machine:** The paving machine shall be self-propelled and equipped with a heated compacting screed capable of producing a finish surface meeting the requirements of the street cross-section indicated on the Drawings and all surface criteria. Extensions to the screed shall have the same heating and compacting capabilities as the primary unit, except for use on variable depth tapered areas and/or as approved by the Engineer or designated representative.

The paving machine shall be equipped with an approved automatic dual longitudinal screed control system and an automatic transverse screed control system. The longitudinal controls shall be capable of operating from any longitudinal grade reference including a string line, ski, mobile string line or matching shoe. Unless indicated otherwise on the Drawings, the Contractor may use any one of these grade references. The selected grade reference equipment shall be maintained in good operating condition by personnel trained in the use of the specific type of equipment.

The Contractor shall furnish all labor and equipment required for establishing and maintaining appropriate grade reference.

- C. **Rollers:** The Contractor shall select rollers conforming to Item 230S, "Rolling (Flat Wheel)" and Item 232S, "Rolling (Pneumatic Tire)". Rollers that do not conform to these requirements shall be immediately removed from the Project.
- D. **Motor Grader:** A self-propelled power motor grader may only be used, when its use is approved by the Engineer or designated representative. It shall have a blade of not less than 12 feet (3.66 meters) and a wheelbase of not less than 16 feet (4.88 meters). Smaller graders may be used for small irregular areas when approved by the Engineer or designated representative.
- E. **Material Transfer Equipment:** Equipment for transferring the HMA mixture from the hauling units or the roadbed to the spreading and finishing machine will be allowed unless indicated otherwise on the Drawings.

Windrow pick-up equipment, if permitted by the Engineer or designated representative, shall be constructed in such a manner that substantially all of the HMA mixture deposited on the roadbed is picked up and loaded into the spreading and finishing machine. The HMA mixture shall not be contaminated with foreign material. The loading equipment shall be designed so that it does not interfere with the spreading and finishing machine in obtaining the required line, grade and surface without resorting to hand finishing.

- F. **Straightedges and Templates:** The Contractor shall provide a ten-foot (3.05 meter) straightedge acceptable to the Engineer or designated representative for surface testing. Satisfactory templates shall be provided as required by the Engineer or designated representative.

340S.6 Stockpiling Aggregates

Aggregates shall be stockpiled to facilitate blending. When the aggregate is not stockpiled on a hard, non-contaminant base, the bottom six-inch (150 mm) depth of the stockpiles shall not be used in asphaltic mixtures. Where space is limited at the plant site, the aggregate stockpiles shall be separated by walls or other appropriate barriers.

Aggregates shall be stockpiled and handled in a manner that will insure minimization of segregation and contamination. Aggregate and RAP stockpiles shall only contain material from a single source.

340S.7 Mixture Temperature

The Contractor shall select a target temperature for discharge of the HMA mixture from the mixer between 250°F (120°C) and 350°F (176°C) that is suitable to weather and Project conditions. The target temperature shall be reported to the Engineer or designated representative daily and recorded in the Daily Progress Report. The HMA mixture temperature shall not vary by more than 25°F (14°C) from the target temperature for discharge from the mixer. HMA mixtures that are discharged from the mixer at a temperature exceeding 360°F (182°C) or a temperature more than 50°F (28°C) below the target temperature shall not be accepted and shall not be placed on the Project.

340S.8 Mixture Storage

A surge-storage system may be used to minimize production interruptions during a normal day of operation. When approved by the Engineer or designated representative, overnight storage of HMA mixture in insulated storage bins may be used provided that material temperature and physical properties of the HMA mixture are not adversely affected. HMA mixtures that include hardened lumps shall not be used. Stored HMA mixtures shall not be exempt from any requirements provided in this specification.

When a surge-storage system is used, it shall be equipped with a device such as a gob hopper or other device approved by the Engineer or designated representative to prevent segregation in the surge-storage bin.

340S.9 Mixture Moisture Content

Hot mix asphalt (HMA) mixtures produced from any plant shall not have a moisture content in excess of 1 percent by weight (mass) when discharged from the mixer. The moisture content shall be determined in accordance with TxDOT Test Method Tex-212-F, Part II, except that the sample shall be left in the oven a total of not less than four (4) hours.

340S10 Construction Methods

- A General: The Contractor shall be responsible for the production, transportation, placement and compaction of the specified HMA paving mixture to the requirements of this specification. The Contractor shall also be responsible for providing a safe environment for inspection personnel to inspect the equipment and to acquire samples.

All hot mix asphalt concrete pavement surface courses shall be placed with a spreading and finishing (lay-down) machine only. All hot mix asphalt concrete pavement base layers with the possible exception of the first lift of the base layer shall also be placed with a

spreading and finishing (lay-down) machine. Longitudinal pavement joints shall be located under the proposed lane lines. Density tests shall be taken prior to opening to traffic.

The first lift of a base layer may be placed with a motor grader if approved in advance by the Engineer or designated representative. The loose measure thickness of this first lift shall not exceed 6 inches (150 mm). If placed with a motor grader, the first lift shall achieve a minimum in-place relative density of 89% as determined by TxDOT test procedures TEX-207-F and TEX-227-F. All subsequent lifts should be placed with a spreading and finishing (lay-down) machine and shall be subject to the requirements of Section 340S.12, "Acceptance Plan". Density tests will be taken randomly to confirm compliance with the specification requirements.

For hot mix asphalt overlays, an automatic screed shall be used with outriggers.

Any material delivered to the Project that by visual inspection can reasonably be expected not to meet specification requirements (i.e. segregated or burned material, deficient or excess asphalt, low mixing temperature, visible contaminants, etc.), as determined by the Engineer or designated representative, shall not be used or left in place.

Equipment shall be inspected prior to use and, if found to be defective or in an operating condition that could potentially affect the quality of the finished pavement, as determined by the Engineer or designated representative, its use shall not be allowed. Leakage of fuels, oils, grease, hydraulic or brake fluids or other contaminants onto the prepared surface or newly-laid HMA layer will not be allowed and may require replacement of the affected pavement area.

The HMA paving mixture, when placed with a spreading and finishing machine, shall not be placed when the air temperature is below 50°F (10°C) and is falling, but it may be placed when the air temperature is above 40°F (4°C) and is rising.

The paving mixture, when used as a level-up course or when spread with a motor grader, shall not be placed when the air temperature is below 60°F (15°C) and is falling, but it may be placed when the air temperature is 50°F (10°C) and is rising. An HMA layer with a thickness of 1-1/2 inches (37.5 mm) and less shall not be placed when the temperature of the surface on which the layer is to be placed is below 50°F (10°C). The temperature shall be taken in a shaded area away from artificial heat.

Additional surface temperature requirements may be included in the Contract Documents or indicated on the Drawings.

Surfaces to be paved shall be finished, primed, cured, broomed and tacked, as appropriate, to the satisfaction of the Engineer or designated representative. If the surface on which the first course of the paving mixture is to be placed is a flexible base course, and a cut-back asphalt is to be used as a prime coat, the flexible base shall have been primed and cured a minimum of 24 hours before the paving mixture may be placed. The 24-hour restriction will not apply to a flexible base that has been primed with material other than a cutback. However, the surface on which the tack coat and/or paving mixture are to be placed shall be in a dry condition.

Pavement shall be opened to traffic as soon as possible after temporary pavement markings or permanent markings are in place as indicated on the Drawings) or as directed by the Engineer or designated representative. Construction traffic allowed on pavements open to the public will be subject to all laws governing traffic on streets and highways.

- B. Tack Coat: The surface upon which the tack is to be placed shall be cleaned thoroughly to the satisfaction of the Engineer or designated representative. The surface shall be given a

uniform application of tack coat as governed by Standard Specification Item No. 307S, "Tack Coat". The tack coat shall be applied, as directed by the Engineer or designated representative, with an approved sprayer at a rate not to exceed 0.05 gallons per square yard. (0.225 liters per square meter) of surface area. Where the paving mixture will adhere to the surface on which it is to be placed without the use of a tack coat, the tack coat may be eliminated when approved by the Engineer or designated representative. All contact surfaces of curbs, castings and all structures and all joints shall be painted with a thin uniform application of tack coat.

During the application of tack coat, care shall be taken to prevent splattering of adjacent pavement, curb and gutter and structures. Before the Work can be accepted, all splatter shall be removed by the Contractor at the Contractor's expense.

- C. Transporting Hot Mix Asphaltic (HMA) Concrete: The HMA mixture shall be hauled to the Work site in tight vehicles that were previously cleaned of all foreign material. Dispatching of the vehicles shall normally be arranged so that all material delivered is placed and all rolling completed during daylight hours. Nighttime paving may be allowed, when approved in advance by the Engineer or designated representative.

In cool weather or for long hauls, truck bodies containing the HMA mixture shall be covered.

If necessary, to prevent the HMA mixture from adhering to the truck body, the inside of the truck may be given a light coating of a release agent satisfactory to the Engineer or designated representative.

- D. HMA Placement: The HMA mixture shall be dumped and spread on the approved prepared surface with the spreading and finishing machine. When properly compacted, the finished pavement shall be smooth, of uniform texture and density and shall meet the requirements of the typical cross sections and the surface tests. In addition the placement of the HMA mixture shall be done without tearing, shoving, gouging or segregating the mixture and without producing streaks in the HMA layer.

Discharge of the HMA mixture into the finishing machine shall be controlled so that the spreading and finishing machine is not bounced or jarred and the required lines and grades shall be obtained without resorting to hand finishing except as permitted below in this Section.

Unless indicated otherwise on the Drawings, dumping of the HMA material in a windrow and then placing the HMA mixture in the finishing machine with windrow pick-up equipment will be permitted provided the temperature of the HMA mixture does not drop more than 50°F (28°C) below the target temperature before being placed by the finishing machine.

Under no circumstances will the HMA material be permitted to be dumped on or near the job site and then reloaded for hauling to the site of placement. Exceptions may be allowed if approved by the Engineer or designated representative.

The windrow pick-up equipment shall be operated in such a manner that substantially all the mixture deposited on the roadbed or prepared surface is picked up and loaded into the finishing machine without contamination by foreign material. The windrow pick-up equipment will also be so operated that the finishing machine will obtain the required line, grade and surface without resorting to hand finishing. Any operation of the windrow pick-up equipment resulting in accumulation and subsequent shedding of accumulated material into the HMA mixture will not be permitted.

When approved by the Engineer or designated representative, level-up courses may be spread with a motor grader that meets the requirements of this specification item.

The spreading and finishing machine shall be operated at a uniform forward speed consistent with the plant production rate, hauling capability and roller train capacity to result in a continuous operation. Stopping of the spreading and finishing machine between trucks is to be held to a minimum. If, in the opinion of the Engineer or designated representative, delivery of material is adversely affecting the condition of the HMA layer (excessive stopping of the spreading and finishing machine, loss of mixture temperature, etc.), the Engineer or designated representative may require paving operations to cease until acceptable methods are provided to minimize starting and stopping of the spreading and finishing machine.

The hopper gates of the spreading and finishing machine shall be adjusted to provide an adequate and consistent flow of material. This shall result in enough material being delivered to the augers so that they are operating approximately 85 percent of the time or more. The augers shall provide means to supply adequate flow of material to the center of the paver. Augers shall supply an adequate flow of material for the full width of the mat being placed, as approved by the Engineer or designated representative. Augers should be kept approximately one-half to three-quarters full of HMA mixture at all times during the paving operation.

When the HMA mixture is placed in a narrow strip along the edge of an existing pavement, or is used to level up small areas of an existing pavement or is placed in small irregular areas where the use of a finishing machine is not practical, the finishing machine may be eliminated when permitted by the Engineer or designated representative.

The paving material adjacent to castings and flush curb and gutter and structures shall be finished uniformly high so that when compacted, it will be slightly above but not more than 1/8 inch (3 mm) above the edge of the casting or gutter lip.

Construction joints of successive courses of HMA material shall be offset at least 6 inches (150 mm). Longitudinal joints in the layer shall be placed to coincide with lane lines as directed the Engineer or designated representative. Transverse joints shall be offset a minimum of 5 feet (1.5 meters).

- E. Compaction: The pavement layers/lifts shall be compacted thoroughly and uniformly to obtain the compaction and cross section meeting the requirements indicated on the Drawings and this specification item.

Regardless of the method used for compaction, all rolling to achieve specified density shall cease before the temperature of the HMA mixture drops below 175°F (80°C).

Rolling with a pneumatic tire roller shall be used to seal the surface. Rolling with a tandem or other steel-wheel roller shall be provided if required to iron out any roller marks. Surface sealing and removal of roller marks may be accomplished at HMA temperatures below 175°F (80°C).

Vibratory rollers shall not be allowed in the vibrating mode on layers with a plan thickness less than 1-1/2 inches (37.5 mm).

The motion of the rollers shall be slow enough to avoid other than usual initial displacement. If any displacement occurs, it shall be corrected to the satisfaction of the Engineer or designated representative.

The roller shall not be allowed to stand on pavement, which has not been compacted to minimum density requirements. In order to prevent adhesion of the surface mixture to the steel-wheel rollers, the wheels shall be thoroughly moistened with water; however an excess

of water will not be allowed. Necessary precautions shall be taken to prevent the dropping of diesel, gasoline, oil, grease or other foreign matter on the pavement, either when the rollers are in operation or when standing.

The edges of the pavement along curbs, headers and similar structures, and all places not accessible to the roller, or in such positions as will not allow thorough compaction with the rollers, shall be thoroughly compacted with lightly oiled tamps.

Rolling with a trench roller will be required on widened areas, in trenches and other limited areas where satisfactory density cannot be obtained with the approved rollers.

340S.11 Sampling and Testing

The HMA mixture shall be tested daily at the Project site for conformance to specification requirements. The Engineer or designated representative shall utilize a random selection method to determine sample locations based on the Contractor's anticipated production. Each day's anticipated production shall be divided into three (3) essentially equal single-pass, sub-area lots. Each day's sample locations shall be equally distributed over the three (3) sub-areas. If, due to the weather or plant malfunctions, the Contractor's daily-anticipated production is not attained, the random locations will not be recalculated. Also, no more than one location of the three (3) sub-areas shall be located in an irregular shaped area such as a cul-de-sac.

Unless directed otherwise by the Engineer or designated representative, a minimum of three bag samples and three correlating 6-inch (150-mm) cores will be obtained from each day's production.

Bag samples shall be taken during lay-down operations. The primary sampling point for the bag samples shall be from the windrow if a windrow elevator is used. If a windrow elevator is not used, the sample shall be taken from the middle of the paving machine hopper. This sampling location will require a stoppage in the paving operation in order for the Inspector to safely secure a sample from the hopper.

One core shall be taken for every 2,000 single-pass square yards (1 675 single-pass square meters) with a minimum of three (3) cores for all projects. One core shall be taken at the same station and pass sampled for each of the bag samples. Cores shall be taken by the City's laboratory within 48 hours of pavement laydown unless otherwise directed by the Engineer or designated representative.

For total areas of less than 500 square yards (420 square meters), a total of only two bag samples and two correlating cores will be obtained. If the Contractor desires additional testing, it shall be at its own entire expense.

The Engineer or designated representative may alter, increase or waive the testing schedule to ensure that the Work performed and the material used meet specification requirements. Acceptability of the completed pavement shall be based on the average of test results for the Project as defined in Section 340S.12, "Acceptance Plan" of this item.

Gradation, asphalt content and stability value of the HMA mixture shall be reported for each of the bag samples. The stability value reported for each of the bag samples shall be the average of three (3) tests per bag.

Pavement thickness and density shall be determined from 6-inch (150 mm) field cores. For each day's placement, density of cores for which no corresponding bag samples were taken shall be determined by using the average Maximum Theoretical Density of the day's three (3) bag samples or as may otherwise be determined by the Engineer or designated representative.

When, in the opinion of the Engineer or designated representative, test results appear unrepresentative, additional testing may be authorized. The retesting will be at the expense of the Contractor and the results of the retesting shall be averaged with the results of the original testing. If the results of retesting indicate that the original test results were erroneous, the original test results will be discarded. In the instance of erroneous original test results the subsequent first set of retests will be at the expense of the City of Austin.

Pavements with low-density results may be recored; but the pavement shall not receive any additional compactive effort.

Pavements that will not or cannot be cored within 48 hours shall be closed to both public and construction traffic.

340S.12 Acceptance Plan

For the purpose of the Acceptance Plan only, the "Paving Project" of each of the specified mixture types shall be defined by the Engineer or designated representative before the paving operation begins

Considerations for defining the Paving Project shall include paving operations staged due to traffic considerations, pavement structural section (i.e. with varying layer thicknesses), time required for paving, changes to the Job Mix Formula, phasing of large projects, or other factors affecting the consistency in the production, lay-down/compaction, use of completed portions, and/or aging of in-place material.

Acceptability of the completed pavement structure for a Paving Project shall be based on all daily averages of three test results and when approved by the Engineer or designated representative the overall average of all test results for each of the mixture/layer types specified on the Drawings.

Pay adjustments for two or more acceptance factors shall be accumulative. Pay adjustments of 100% unit price reduction shall require removal and replacement of the Work. Replacement materials shall be subject to all requirements of this specification. Alternatively, the Engineer or designated representative may allow the Work to remain in place without payment provided that the Work is warranted for an extended period under conditions as determined by the Engineer or designated representative. The decision of the Engineer or designated representative related to the removal and replacement of the Work shall be the final authority.

A. Non-Pay-Adjustment Acceptance Factors:

- 1 Surface Characteristics: Unless otherwise directed by the Engineer or designated representative, all pavements shall be tested for smoothness. Surfaces shall be tested with a 10-foot (3.05 meter) straightedge parallel to the roadway centerline and perpendicular to the centerline on flat, cross-slope sections. Maximum allowable deviation in 10 feet shall be 1/8 inch (1-mm per meter) parallel to the centerline and 1/4 inch (2-mm per meter) perpendicular to the centerline. Sections exceeding these maximums shall be corrected to the satisfaction of the Engineer or designated representative. The completed surface must meet the approval of the Engineer or designated representative for surface smoothness, finish and appearance.

If the surface ravel, ruts or deteriorates in any manner prior to the end of the warranty period, it will be the Contractor's responsibility to correct this condition at its own entire expense to the satisfaction of the Engineer or designated representative in conformance with the requirements of this specification.

For HMAC rehabilitation and overlay projects, if cracks develop in the pavement surface within the one-year warranty period, the Contractor shall seal the cracks in accordance with Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete). Payment for this work will be measured and paid for as Mobilization (LS) and Crack Sealing (LF).

For new HMAC roadways constructed in accordance with the Drawings and specifications, if cracks less than 1/4 inch (6 mm) in width develop in the pavement surface within the one year warranty period the Contractor shall seal the cracks in accordance with Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete). Payment for this Work will be measured and paid for as Mobilization (LS) and Crack Sealing (LF).

If cracks equal to or greater than 1/4 inch (6 mm) in width develop in the pavement surface within the one-year warranty period, the cracking shall be reviewed and evaluated by the Engineer or designated representative before corrective action is taken.

2. **Stability:** Stability test results shall be used as indicators of potential problems. Where stability test results fall below the range specified in this specification, additional tests shall be taken as directed by the Engineer or designated representative for further evaluation and monitoring of the paving mixture. This additional stability testing will be at the expense of the Contractor. When, in the opinion of the Engineer or designated representative, the stability is deemed unacceptable for the intended use of the pavement, the paving mixture shall be removed and replaced to the limits indicated by test results or may be left in place on conditions acceptable to the Engineer or designated representative. When the paving mixture is removed and replaced, it shall be at the sole expense of the Contractor.
3. **Laboratory Density:** Laboratory density results as determined by TxDOT Test Method Tex-207-F shall be used as indicators of potential problems. Where laboratory density test results are less than 94.5% or more than 97.5% of mix design maximum density, additional tests shall be taken as directed by the Engineer or designated representative for further evaluation and monitoring of the paving mixture. This additional laboratory density testing will be at the expense of the Contractor. When, in the opinion of the Engineer or designated representative, the laboratory density is deemed unacceptable for the intended use of the pavement, the paving mixture shall be removed and replaced to the limits indicated by test results.

The removal and replacement of the paving mixture shall be at the sole expense of the Contractor.

4. **Limited Areas:** Irrespective of an acceptable overall Paving Project average for any or all of the Pay-Adjustment Acceptance Factors, limited substandard portions of the Work, as determined by the Engineer or designated representative, shall be remedied or removed and replaced to the satisfaction of the Engineer or designated representative at the sole expense of the Contractor.
- B. **Pay-Adjustment Acceptance Factors:** Contract unit prices shall be adjusted for paving mixtures that fail to meet acceptance criteria for gradation, asphalt content, density and mat thickness in accordance with the following:

Gradation Acceptance Schedule (TEX-210-F)

Sieve	Deviation From Job Mix Formula		Percent Contract Unit Price Reduction
	Daily Average	Overall Average	
Total retained on No. 10 (2.00 mm)	± 6.5 6.6±	± 5.0 5.1±	0 10
Passing No. 200 (75 µm)	± 3.9 4.0±	± 3.0 3.1±	0 5

Asphalt Content Acceptance Schedule (TEX-210-F, PartII)

Deviation from the Job Mix Formula		Percent Contract Unit Price Reduction	
Daily Average	Overall Average	Local Streets*	All Others
± 0.5	± 0.4	0	0
±0.51 to ±0.60	±0.41 to ±0.50	15	25
+0.61 to +0.70	+0.51 to +0.60	25**	100; Remove and Replace
-0.61 to -0.70	-0.51 to -0.60	100; Remove and Replace	100; Remove and Replace
Over ±0.70	Over ±0.60	100; Remove and Replace	100; Remove and Replace

*A local or residential street that serves as access to residence or other abutting property.
 **If the street has an ADT of 500, or less, with 1%, or less, of truck traffic, plus a 2 year warranty; otherwise, Remove and Replace

Density Acceptance Schedule (TEX-207-F/TEX-227-F)

*Percent Density		Percent Contract Unit Price Reduction	
Daily Average	Overall Average	1-1/2" (38 mm) Thickness or Greater	Less than 1-1/2" (38 mm) Thickness
Above 96.5	Above 96	100; Remove and Replace	100; Remove and Replace
90.5 to 96.5	91 to 96	0	0
90.5 to 87.6	90.9 to 88.1	0.625 per 0.10% deficiency in density	0.50 per 0.10% deficiency in density
Less than 87.6	Less than 88.1	100; Remove and Replace	100; Remove and Replace

*Core bulk density divided by max. theoretical density

Thickness Acceptance Schedule

Variance Percent of Thickness		Percent Contract Unit Price Reduction
Daily Average	Overall Average	
0 – 15.0	0 - 10	0
15.1 – 20.0	10.1 - 16	20
20.1 – 30.0	16.1 - 25	50
Over 30.0	Over 25	100; Remove and Replace or mill/overlay 1" (25 mm) minimum

The Density Acceptance Schedule For Irregularly Shaped Areas; Hike And Bike Trails And Utility Trenches (see following table) will apply to utility trenches of widths less than 4 feet

(1.2 meter) and to irregular shaped areas and hike and bike trails in which an appropriate rolling pattern cannot be established making it difficult to achieve compaction.

Density Acceptance Schedule For Irregularly Shaped Areas; Hike And Bike Trails and Utility Trenches (TEX-207-F/TEX-227-F)

*Percent Density	Percent Contract Unit Price Reduction	
	1-1/2" (38 mm) Thickness or Greater	Less than 1-1/2" (38 mm) Thickness
Daily Average		
Above 96.5	100; Remove and Replace	100; Remove and Replace
96.5 to 89.0	0	0
89.0 to 86.1	0.625 per 0.10% deficiency in density	0.50 per 0.10% deficiency in density
Less than 86.1	100; Remove and Replace	100; Remove and Replace
*Core bulk density divided by maximum theoretical density		

The Density Acceptance Schedule will apply to utility trenches 4 feet (1.2 meter) or wider.

Core thicknesses greater than Drawing requirements shall be factored into the average thickness calculation as the Drawing required thickness. If total thickness of lift(s) proves to be less than required, the Contractor may remove and replace the overlay deficient areas as agreed to by the Engineer or designated representative. Overlays to correct thickness deficiencies shall be not less than one (1) inch (25-mm) thick. Overlays shall require milling of the asphalt in order to prevent a “featheredge” of the overlaying pavement.

The extent of the area to be overlaid or removed and replaced shall be determined by additional cores with thicknesses greater than or equal to the required thickness. All additional coring that is necessary to determine the area shall be paid for by the Contractor.

340S.13 Measurement

Work performed and material placed shall be measured under one of the following methods. When Drawing quantity measurement is specified, adjustment of quantity may be made as follows. If the quantity measured as outlined vary from those shown on the Drawings by more than 5%, either party to the Contract may request in writing and adjustment of the quantity by each separate bid item. The party to the Contract which requests the adjustment shall present to the other party one copy of measurements and calculations showing the revised quantity in question. This revised quantity, when approved by the Engineer or designated representative, shall constitute the final quantity for which payment will be made. However, no adjustment will be made for any quantity, which exceeds the Drawing required thickness.

- A. Method A: Asphaltic concrete pavement shall be measured by the ton (2,000 pounds) of the type actually used in completed and accepted Work in accordance with the Drawings and specifications.

The measurement shall be made on approved truck scales that meet the requirements of the National Institute of Standards and Technology Handbooks 44 and 112 except that the required accuracy shall be 0.4 percent of the load being weighed. The Contractor shall furnish a report of calibration from a scale mechanic licensed by the Texas Department of Agriculture certifying that the scales meet this requirement.

- B. Method B: Asphaltic concrete pavement shall be measured by the square yard of specified total thickness of the type of paving mixture actually used in completed and accepted Work in

accordance with Drawings and specifications. Multiple lifts of the same type shall be considered as one for square yard measurement purposes.

- C. Method C: Asphaltic concrete pavement shall be measured by the lineal foot of specified total thickness of the type of paving mixture actually used in completed and accepted Work in accordance with Drawings and specifications. Multiple lifts of the same type shall be considered as one for linear foot measurement purposes.

340S.14 Payment

Work performed and materials furnished as prescribed by this item and measured as provided under "Measurement" will be paid for at the unit bid prices or pay adjusted unit price for Hot Mix Asphaltic Concrete Pavement, of the types and thicknesses specified. The unit bid prices shall include full compensation for furnishing all labor, equipment, time, materials and incidentals necessary to complete the Work.

Removal of existing hot mix asphalt concrete transition areas prior to overlay, tack coat, saw cutting and temporary pavement markings will not be measured or paid for directly but shall be included in the unit price bid for Standard Specification Item No. 340S, "Hot Mix Asphaltic Concrete Pavement".

Payment for Work meeting these specifications will be made under one of the following:

- Pay Item No. 340S-A:** Hot Mix Asphaltic Concrete Pavement, Per Ton.
Type _____,
- Pay Item No. 340S-B:** Hot Mix Asphaltic Concrete Pavement, Per Square Yard.
____Inches, Type _____,
- Pay Item No. 340S-C:** Hot Mix Asphaltic Concrete Pavement, Per Lineal Foot.
____Inches, Type _____,
- Pay Item No. 340S-PQ:** Hot Mix Asphaltic Concrete Pavement, Per Ton
____Inches, Type _____, Plan Quantity,
- Pay Item No. 340S-L:** Hot Mix Asphaltic Concrete Pavement, Lump Sum.
____In., Type _____, Level-up Course,
- Pay Item No. 340S-M:** Crack Sealing Mobilization, Lump Sum.
- Pay Item No. 340S-S:** Crack Sealing, Per Lineal Foot.

End

SPECIFIC CROSS REFERENCE MATERIALS
Special Specification Item 340S "Hot Mix Asphaltic Concrete Pavement"

City of Austin Standard Specifications

<u>Designation</u>	<u>Description</u>
Item No. 230S	Rolling (Flat Wheel)
Item No. 232S	Rolling (Pneumatic Tire)
Item No. 301S	Asphalts, Oils and Emulsions
Item No. 307S	Tack Coat
Item No. 313S	Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete)

Texas Department of Transportation: Manual of Testing Procedures

<u>Designation</u>	<u>Description</u>
Tex-106E	Method of Calculating the Plasticity Index of Soils
Tex-107E	Determination of Bar Linear Shrinkage of Soils
Tex-200-F	Sieve Analysis of Fine and Coarse Aggregates
Tex-203-F	Sand Equivalent Test
Tex-204-F	Design of Bituminous Mixtures
Tex-207-F	Determination of Density of Compacted Bituminous Mixtures
Tex-208-F	Test for Stabilometer Value of Bituminous Mixtures
Tex-210-F	Determination of Asphalt Content of Bituminous Mixtures by Extraction
Tex-212-F, Part II	Determination of Moisture Content of Bituminous Mixtures (by oven drying)
Tex-217-F	Determination of Deleterious Material and Decantation Test For Coarse Aggregates
Tex-227-F	Theoretical Maximum Specific Gravity of Bituminous Mixtures
Tex-410-A	Abrasion of Coarse Aggregate Using the Los Angeles Machine
Tex-460-A	Determination of Crushed Face Particle

Texas Department of Transportation: Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges

<u>Designation</u>	<u>Description</u>
Item 340	Hot Mix Asphalt Concrete Pavement

RELATED CROSS REFERENCE MATERIALS
Special Specification Item 340S "Hot Mix Asphaltic Concrete Pavement"

City of Austin Standard Specifications

<u>Designation</u>	<u>Description</u>
Item No. 206S	Asphalt Stabilized Base
Item No. 210S	Flexible Base
Item No. 306S	Prime Coat
Item No. 310S	Emulsified Asphalt Treatment
Item No. 311S	Emulsified Asphalt Repaving
Item No. 320S	Two Course Surface Treatment

Texas Department of Transportation: Manual of Testing Procedures

<u>Designation</u>	<u>Description</u>
Tex-215-F	Determination of Asphalt Content of Rock Asphalt By Hot Solvent Method
Tex-224-F	Determination of Flakiness
Tex-400-A	Method of Sampling Stone, Gravel, Sand and Mineral Aggregates

Tex-411-A	Soundness of Aggregate by Use of Sodium Sulfate or magnesium Sulfate
Tex-438-A	Accelerated Polish Test for Aggregate