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USACE / NAVFAC / AFCEA UFGS-02744 (August 2004)  
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Preparing Activity: USACE Superseding  
UFGS-02744A (July 1997)

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UMRL dated 25 June 2004

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### SECTION 02744

#### BITUMINOUS ROAD-MIX SURFACE COURSE 08/04

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NOTE: This guide specification covers the requirements for bituminous road-mix surface course.

Comments and suggestions on this guide specification are welcome and should be directed to the technical proponent of the specification. A listing of technical proponents, including their organization designation and telephone number, is on the Internet.

Recommended changes to a UFGS should be submitted as a Criteria Change Request (CCR).

Use of electronic communication is encouraged.

Brackets are used in the text to indicate designer choices or locations where text must be supplied by the designer.

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## PART 1 GENERAL

### 1.1 REFERENCES

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NOTE: Issue (date) of references included in project specifications need not be more current than provided by the latest guide specification. Use of SpecsIntact automated reference checking is recommended for projects based on older guide specifications.

\*\*\*\*\*

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM INTERNATIONAL (ASTM)

ASTM C 131

(2003) Resistance to Degradation of

	Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C 183	(2002) Sampling and the Amount of Testing of Hydraulic Cement
ASTM C 29/C 29M	(1997; R 2003) Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM D 1073	(2001) Fine Aggregate for Bituminous Paving Mixtures
ASTM D 1250	(1980; R 2002) Petroleum Measurement Tables
ASTM D 140	(2001) Sampling Bituminous Materials
ASTM D 2026	(1997) Cutback Asphalt (Slow-Curing Type)
ASTM D 2027	(1997) Cutback Asphalt (Medium-Curing Type)
ASTM D 2028	(1997) Cutback Asphalt (Rapid-Curing Type)
ASTM D 2397	(2002) Cationic Emulsified Asphalt
ASTM D 242	(1995; R 2000e1) Mineral Filler for Bituminous Paving Mixtures
ASTM D 4318	(2000) Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D 490	(1992; R 2001) Road Tar
ASTM D 633	(1997; R 2001) Volume Correction Table for Road Tar
ASTM D 75	(2003) Sampling Aggregates
ASTM D 977	(2003) Emulsified Asphalt

## 1.2 UNIT PRICES

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**NOTE: This paragraph will be deleted when all the work is included in one lump sum contract price.**  
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### 1.2.1 Measurement

#### 1.2.1.1 Surface Course

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**NOTE: This paragraph will be used when the surface course consists of only new aggregates or of aggregates existing on the roadway. When new aggregate is to be mixed with aggregate existing on the roadway, an additional subparagraph will be inserted in paragraph Measurement as follows:**

**New Aggregates: The amount of approved new**

aggregate to be paid for shall be the number of cubic meters (yards) used in the completed and accepted surface course.

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The square meters yards of surface course shall be the number of square meters yards of completed and accepted surface course.

#### 1.2.1.2 Bituminous Material

Bituminous material to be paid for shall be the number of [metric tons.2000 pound tons.] [liters gallons of the material used in the accepted work, as determined by the Contracting Officer, corrected to liters gallons at 15.6 degrees C (60 degrees F) 60 degrees F in accordance with [ASTM D 633] [ASTM D 1250].] [A coefficient of expansion of 0.00045 per degree C (0.00025 per degree F) 0.00025 per degree F shall be used for asphalt emulsions.]

#### 1.2.2 Payment

The amount of pavements and quantities of bituminous material, determined as specified in paragraph Measurement, will be paid for at the respective contract unit prices in the bid schedule on which the contract is based, which payment shall constitute full compensation for preparing or reconditioning subgrade or base course; furnishing all plant, materials, equipment, and tools; correcting unsatisfactory areas; and the labor and incidentals necessary to complete the work required by this section of the specifications.

#### 1.3 SUBMITTALS

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NOTE: Submittals must be limited to those necessary for adequate quality control. The importance of an item in the project should be one of the primary factors in determining if a submittal for the item should be required.

A "G" following a submittal item indicates that the submittal requires Government approval. Some submittals are already marked with a "G". Only delete an existing "G" if the submittal item is not complex and can be reviewed through the Contractor's Quality Control system. Only add a "G" if the submittal is sufficiently important or complex in context of the project.

For submittals requiring Government approval on Army projects, a code of up to three characters within the submittal tags may be used following the "G" designation to indicate the approving authority. Codes for Army projects using the Resident Management System (RMS) are: "AE" for Architect-Engineer; "DO" for District Office (Engineering Division or other organization in the District Office); "AO" for Area Office; "RO" for Resident Office; and "PO" for Project Office. Codes following the "G" typically are not used for Navy projects.

Submittal items not designated with a "G" are considered as being for information only for Army projects and for Contractor Quality Control approval for Navy projects.

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Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are [for Contractor Quality Control approval.] [for information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government.] The following shall be submitted in accordance with Section 01330 SUBMITTAL PROCEDURES:

#### SD-03 Product Data

##### Waybills and Delivery Tickets

Copies of waybills or delivery tickets, during the progress of the work.

#### SD-06 Test Reports

##### Tests

Copies of test results, within 24 hours after completion of tests.

### 1.4 SAFETY PRECAUTIONS

[No smoking, or open flames shall be permitted within 8 mm 25 feet of heating, distributing, or transferring operations of cutback bituminous materials.] [When tar is used, a full-face, organic, vapor-type respirator and protective creams shall be used by personnel exposed to fumes.]

### 1.5 WEATHER LIMITATIONS

Bituminous courses shall be constructed only when the surface is dry. The bituminous course shall not be constructed when the atmospheric or aggregate temperature is below 5 degrees C. 40 degrees F.

### 1.6 EQUIPMENT, PLANT, AND TOOLS

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**NOTE: This paragraph will be modified, based on local conditions, to include only those types of equipment that are required by the method or methods of construction to be employed.**

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Equipment, plant, and tools used in the performance of the work shall be maintained in a satisfactory working condition at all times. The Contracting Officer shall have access at all times to the equipment and plant to insure proper operation and compliance with specifications.

#### 1.6.1 Traveling-Plant Mixer

Traveling-plant mixer shall be self-propelled or tractor-drawn, and shall be capable of maintaining a uniform rate of travel. The plant shall be mounted on wheels or tread equipment of such type as will not overload or

damage the subgrade or base course when the mixer is loaded to capacity. The device for picking up aggregates from windrows shall be such as will pick up only the windrowed aggregate, leaving the base clean. The pick-up and elevator shall be entirely enclosed to prevent the wind from removing the fine and filler aggregate. The equipment for proportioning the aggregate and bituminous material shall accurately measure the specified amounts of material for the mix while the machine is in operation, and shall be equipped with devices for accurately proportioning the filler added to the mixture. The plant shall be capable of thoroughly combining the aggregates and bituminous material into a uniform mixture, completely coating all particles of aggregate, and shall be capable of depositing the processed mixture on the base course.

#### 1.6.2 Bituminous Distributor

Bituminous distributor shall have pneumatic tires of such width and number that the load produced on the base course will not exceed 11.6 kg per mm (650 pounds per inch 650 pounds per inch of tire width). The distributor shall be so designed and equipped as to distribute the bituminous material uniformly at even heat on variable widths of surface at readily determined and controlled rates from 0.23 to 0.91 liters per square meter (0.05 to 2.0 gallons per square yard), 0.05 gallon to 2.0 gallons per square yard, with a specified rate not exceeding 5 percent. Distributor equipment shall include a separate power unit for the bitumen pump, fully circulating spray bars, a tachometer, pressure gauges, volume-measuring devices, a thermometer for reading the temperature of the tank contents, and a hose attachment suitable for applying bituminous material to spots missed by the distributor. The distributor shall be equipped for circulation and agitation of the bituminous material during the heating process. Heating equipment shall be capable of maintaining the bituminous material at the specified temperature.

#### 1.6.3 Heating Equipment for Storage Tanks

Heating equipment for storage tanks shall maintain specified temperature but direct flame shall not be applied to walls of storage tank or transfer lines. An armored thermometer with a range from 65 to 200 degrees C (150 to 400 degrees F) 150 to 400 degrees F shall be fixed to the tank so that the temperature of the bituminous material can be determined at all times.

#### 1.6.4 Blade Graders

Blade graders for windrowing aggregate, for mixing, and for spreading processed material shall be self-powered. Each grader shall have a wheelbase not less than 5.18 m (17 feet), 17 feet, a blade not less than 3.66 m (12 feet) 12 feet long, and shall be equipped with pneumatic tires. Blade graders shall be adequately powered in order to perform the work properly and shall weigh at least 7 metric tons.8 tons.

#### 1.6.5 Power Rollers

Power rollers shall be steel-wheel or pneumatic-tired types conforming to the following requirements:

##### 1.6.5.1 Steel-Wheel

Steel-wheel rollers shall be either tandem or three-wheel type weighing not less than 4.5 metric tons, 5 tons, and equipped with adjustable scrapers. The rollers which may be static or vibratory shall be equipped with

watertanks and sprinkling apparatus that shall be used when necessary to keep the wheels wet to prevent adherence of the bituminous material to the wheels.

#### 1.6.5.2 Pneumatic-Tired

Pneumatic-tired rollers shall be self-propelled and equipped with not less than 9 wheels mounted on 2 axles in such manner that the rear tires will not follow in the tracks of the forward group. The pneumatic-tired rollers shall also be equipped with suitable beams or platforms for ballast loading and shall be loaded to provide required compaction. The tires shall be uniformly inflated to not less than 310 kPa (45 psi).45 psi.

#### 1.6.6 Mechanical Spreaders

The equipment for spreading, shaping, and finishing shall consist of approved self-contained power machines capable of taking the bituminous mixture directly from the discharge end of traveling plant and spreading the mixture at the required application rate.

#### 1.6.7 Tractors

Tractors shall be of the crawler type and shall be equipped with street plates or flat treads.

#### 1.6.8 Miscellaneous Equipment

Disk, spike-tooth, or spring-tooth harrows, multiple-blade or retread mixers, small tools, and other equipment shall be the required types.

#### 1.7 WAYBILLS AND DELIVERY TICKETS

Before the final statement is allowed, the Contractor shall file with the Contracting Officer certified waybills and delivery tickets for all the bituminous and paving materials used in the construction covered by this section of specifications.

### PART 2 PRODUCTS

#### 2.1 AGGREGATES

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**NOTE:** These paragraphs include the requirements for new aggregates that are to be placed on the roadway and used for the road-mix surface. These new aggregates, when processed, shall conform to one of the gradings specified in TABLE I. However, there may be instances where the aggregate in place as an integral part of the graded roadbed or as previously constructed base or surface courses may be satisfactory for the road-mix surface. In general, almost any gradation or type of densely graded material that is predominantly granular in character will serve satisfactorily. If the existing material is deficient in quality or quantity, new material from an outside source may be blended with existing roadbed material.

a. Where it is determined that sufficient material



of satisfactory quality can be salvaged from the roadbed for use in the surface course, the following paragraph will be substituted for paragraph AGGREGATES:

AGGREGATES shall consist of aggregates salvaged from roadway as specified in paragraph PREPARATION OF BASE COURSE AND AGGREGATE. The Contractor is not responsible for the grading and quality of any material salvaged from the roadway and used in the road-mix surface, except the removal of oversized material. Any particles of salvaged aggregate appearing in the surface at the time of laydown and finishing of the road-mix surface that will be retained on a 37.5 mm (1-1/2 inch) sieve shall be removed.

b. When aggregate material in place in the roadbed is deficient in quantity and quality, the Contracting Officer will determine the grading and amount of new coarse aggregate, fine aggregate, and mineral filler or combinations thereof that will be specified to be incorporated with existing material. New materials will, in general, conform with requirements specified in paragraphs AGGREGATES and COMPOSITION OF MIXTURE. New materials will be so graded that, when blended in the amount specified with the material salvaged from the roadway, the grading of the combined material will conform to a specific gradation selected from TABLE I. In order to accomplish this, it may be necessary to include in this section individual gradations for either new coarse aggregate, fine aggregate, mineral filler, or combinations thereof that shall be blended with salvaged material to produce a satisfactory road-mix surface. The following paragraph will be substituted for the first part of paragraph AGGREGATES when new aggregates are to be added to the existing placed material:

AGGREGATES shall consist of a mixture of aggregates salvaged from the roadbed and of new material. The new aggregate shall consist of a mixture of [coarse and fine aggregate] [fine aggregate and mineral filler] [coarse aggregate, fine aggregate, and mineral filler], each conforming to the respective quality and grading requirements specified hereinafter and when combined with aggregate salvaged from roadbed, shall conform to the requirements of paragraph COMPOSITION OF MIXTURE.

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Aggregates shall consist of a mixture of coarse aggregate, fine aggregate, and mineral filler complying with the requirements specified hereinafter.

#### 2.1.1.1 Coarse Aggregate

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NOTE: The type of coarse aggregates applicable to

local conditions will be retained, and the  
inapplicable paragraphs will be deleted.

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Coarse aggregate shall consist of the following:

#### 2.1.1.1 Crushed Stone

[Crushed stone shall consist of hard durable fragments which are free from soft or disintegrated pieces, vegetable matter, lumps or balls of clay, adherent coatings of clay, and other objectionable matter, and shall have a percentage of wear not exceeding 50 after 500 revolutions, as determined by ASTM C 131.]

#### 2.1.1.2 Crushed Gravel

[Crushed gravel shall consist of clean, tough, durable fragments, free from an excess of flat, elongated, soft, or disintegrated pieces, and free from fragments coated with dirt or other objectionable matter. At least 50 percent by weight of the particles retained on 4.75 mm No. 4 sieve shall have two or more fractured faces. The crushed gravel shall have a percentage of wear not exceeding 50 after 500 revolutions, as determined by ASTM C 131.]

#### 2.1.1.3 Crushed Slag

[Crushed slag shall be an air-cooled, blast furnace product having a dry weight of not less than 1100 kg per cu m, 70 pcf, and shall consist of angular fragments which are reasonably uniform in density, free from dust, and without an excess of thin, elongated pieces, and other objectionable matter. The weight per cubic meter foot of slag aggregate shall be determined by ASTM C 29/C 29M. The slag aggregate shall have a percentage of wear not exceeding 50 after 500 revolutions, as determined by ASTM C 131.]

#### 2.1.2 Fine Aggregate

Fine aggregate shall conform to ASTM D 1073. Quantity of natural sand shall not exceed 25 percent of the total aggregate. The gradations specified in ASTM D 1073 may be adjusted to meet local materials as directed. That portion of the fine aggregate, including any blended filler, passing a 0.425 mm No. 40 sieve shall have a plasticity index not exceeding 6 as determined by ASTM D 4318, a liquid limit not exceeding 25 as determined by ASTM D 4318, and a clay content not to exceed 5 percent after washing and straining.

#### 2.1.3 Mineral Filler

Mineral filler shall conform to ASTM D 242.

#### 2.2 BITUMINOUS MATERIALS

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NOTE: Only the types, grades, and designations applicable to climatic and other job conditions will be retained. When emulsions are used, the moisture-content requirement for the aggregate will be selected in accordance with specific job conditions. The moisture content at the time the emulsified asphalt is applied will be such that a

uniform coating will be retained on all aggregate particles without the bitumen running off the particles. The moisture content will not exceed 3 percent by weight and will be reduced sufficiently by aeration to allow the emulsion to break prior to compaction. The compacted mixture will be allowed to cure until the moisture content does not affect the stability of the finished mixture prior to opening for traffic. When cutbacks are used, the moisture will not be in excess of 2 percent. The moisture content of the aggregate before mixing will be carefully controlled by laboratory tests.

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Bituminous materials shall conform to [ASTM D 490] [ASTM D 977] [ASTM D 2026] [ASTM D 2027] [ASTM D 2028] [ASTM D 2397], Grade [\_\_\_\_\_] Designation [\_\_\_\_\_].

## 2.3 COMPOSITION OF MIXTURE

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**NOTE:** Coordinate this paragraph with the specified requirements in paragraph AGGREGATES.

Consult CEMP-ET on test method to be used and indicate below.

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The aggregate for the surface course shall be so graded that the percentage composition by weight, as determined by laboratory tests, will conform to the grading shown in TABLE I. The percentage of bituminous material by weight of the total mixture to be used for preparing the bituminous mixtures shall be as determined by the Contractor and approved by the Contracting Officer. The composite mixture shall show no stripping when tested in accordance with [\_\_\_\_\_].

### 2.3.1 Job-Mix Formula

No bituminous mixture shall be produced until a job-mix formula has been prepared by the Contractor and approved by the Contracting Officer. The formula shall indicate the percentage of each sieve-fraction of aggregate and the percentage of bitumen. The job-mix formula shall be allowed tolerances given in TABLE II. No deviation from the approved job-mix formula will be permitted without prior approval.

### 2.3.2 Gradation Limits for Aggregates

Gradation limits for aggregates in TABLE I are master ranges to govern mixes and represent the maximum and minimum for all cases. The approved formula will provide for a gradation of job aggregates within these master ranges. Deviation from the gradation of the approved formula will be allowed, provided that variations from the formula in any one run do not exceed the tolerances as given in TABLE II.

TABLE I. GRADATION (PERCENT BY WEIGHT PASSING)  
AND RANGE OF BITUMINOUS CONTENT

Bituminous Mixture -----	Sieve Designation Square-Mesh Sieves -----	No. 1 -----	No. 2 -----	No. 3 -----
Aggregate	25 mm	100	---	---
	19 mm	85-100	100	---
	12.5 mm	---	82-100	100
	9.5 mm	61-90	68-93	82-100
	4.75 mm	43-79	48-82	57-88
	2.36 mm	32-68	36-70	42-76
	1.18 mm	26-56	27-60	32-64
	0.600 mm	18-44	20-48	22-52
	0.300 mm	13-33	15-38	16-40
	0.150 mm	9-22	10-25	10-27
	0.075 mm	5-12	5-12	5-12
Bituminous (Percent by Weight of total mixture)	---	5.0-8.0	5.0-8.5	5.0-9.0

TABLE I. GRADATION (PERCENT BY WEIGHT PASSING)  
AND RANGE OF BITUMINOUS CONTENT

Bituminous Mixture -----	Sieve Designation Square-Mesh Sieves -----	No. 1 -----	No. 2 -----	No. 3 -----
Aggregate	1 in.	100	---	---
	3/4 in.	85-100	100	---
	1/2 in.	---	82-100	100
	3/8 in.	61-90	68-93	82-100
	No. 4	43-79	48-82	57-88
	No. 8	32-68	36-70	42-76
	No. 16	26-56	27-60	32-64
	No. 30	18-44	20-48	22-52
	No. 50	13-33	15-38	16-40
	No. 100	9-22	10-25	10-27
	No. 200	5-12	5-12	5-12
Bituminous (Percent by Weight of total mixture)	---	5.0-8.0	5.0-8.5	5.0-9.0

NOTE: The range of bituminous material shown represents the normal range of bituminous material contained in the design mix composed of nonabsorptive aggregates after evaporation of the lighter constituents. The upper limit may be raised, when approved, when absorptive aggregates are used.

TABLE II. JOB MIX FORMULA TOLERANCES (PERCENT)

Mineral -----	Tolerances Plus or Minus -----
Aggregate passing 4.75 mm or larger sieve	7
Aggregate passing 2.36, 1.18, 0.6, 0.3 mm sieves	5
Aggregate passing 0.150 and 0.075 millimeter sieves	2
Bitumen	0.4

TABLE II. JOB MIX FORMULA TOLERANCES (PERCENT)

Mineral -----	Tolerances Plus or Minus -----
Aggregate passing No. 4 or larger sieve	7
Aggregate passing No. 8, 16, 30, and 50 sieves	5
Aggregate passing No. 100 and 200 sieves	2
Bitumen	0.4

Samples shall be taken from the prepared aggregate as windrowed after blending and will be tested for conformity with the requirements herein. A sufficient number of samples shall be taken from the windrowed aggregate so that each sample will represent not more than 1000 square meters yards of finished surface course, but in no case shall fewer than five samples be taken for any day of production. Samples shall represent equal amounts of material.

Bituminous materials shall not be applied on a run until a sieve analysis of the samples is made and the run is approved. A run is defined as that length of aggregate windrowed along the road and considered a convenient unit based on total job requirements or on daily capacity of the mixing unit or units, as determined by the Contracting Officer. The gradation of aggregate in the formula may be changed to meet specific field conditions without adjustment to contract unit prices.

#### 2.3.3 Quantity of Bituminous Material

The percentage, by weight, of bituminous materials required for each run shall be approved by the Contracting Officer. The percentage of bituminous material will be computed on the basis of laboratory tests of samples of the approved aggregate and bituminous material, and on the field sieve analysis of samples taken from the windrowed blended aggregate for each run. The job-mix formula may be changed to meet specific field conditions without adjustments to contract unit prices.

## PART 3 EXECUTION

### 3.1 PLACING AND WINDROWING AGGREGATE

Aggregate shall be hauled to the paving site in approved trucks. The aggregate shall be deposited on the prepared base course or subgrade from trucks equipped or supplemented with suitable measuring and spreading devices. The Contractor shall proportion the amount of aggregate and mineral filler by weighing with suitable equipment, or by the use of other methods or devices, as approved. The aggregate, and mineral filler shall be thoroughly mixed by windrowing and turning with a blade grader, as directed. The aggregate shall then be bladed into uniform windrows in such quantity and proportions as to provide sufficient aggregate to produce a finished course of the specified compacted thickness. Mixing of the aggregate with shoulder material, segregation in pockets or otherwise, and mixing with the base course or subgrade shall be prevented.

### 3.2 RECONDITIONING OF BASE COURSE

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**NOTE: When the base course is existing or consists of a base course placed under terms of another contract, the following paragraph will be substituted for paragraph PLACING AND WINDROWING AGGREGATE.**  
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[The existing base course shall be scarified lightly and bladed to a uniform grade and to the cross section shown, and shall then be rolled or watered and rolled, as directed. Depressions shall be filled and weak portions of the base course shall be strengthened with new aggregate.]

### 3.3 PREPARATION OF BASE COURSE AND AGGREGATE

\*\*\*\*\*  
**NOTE: When all the aggregates in the bituminous road-mix are to be obtained from the roadway, the following paragraph will be substituted for paragraph PLACING AND WINDROWING AGGREGATIVE.**  
\*\*\*\*\*

[The surface of the roadway shall first be scarified lightly, and then bladed to a uniform grade and to the cross section shown on the drawings. The reshaped surface shall then be scarified to the depth necessary to provide the amount of aggregate required for the bituminous mixtures, and in such manner as to leave a foundation stratum of undisturbed material, and parallel, both in profile and cross section, to the proposed finished surface. The loosened material shall be bladed into a windrow at the side of the road. The undisturbed understratum shall be rolled, or watered and rolled until a satisfactory foundation for the surface course is provided. The windrow and aggregate shall be broken up and thoroughly mixed by turning with a blade grader, and then bladed into uniform windrows of such size as to provide a finished surface course of the specified compacted thickness.]

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**NOTE: When aggregates to be used in the surface course are to be a combination of new material and material obtained from the existing surface, the following paragraph will be substituted for**

**paragraph PLACING AND WINDROWING AGGREGATE.**

\*\*\*\*\*

[The surface of the roadway shall first be scarified lightly and bladed to a uniform grade and to the cross section shown on the drawings. The reshaped surface shall then be scarified again to such depth as indicated and in such manner as to leave a foundation stratum of undisturbed material, parallel, both in profile and cross section, to the surface course. New aggregate of the quality and gradation conforming with paragraph AGGREGATES shall be spread over the loosened existing aggregate in the required quantities. New aggregate shall be hauled to the paving site in approved trucks. The new and old aggregate shall then be thoroughly blended by harrowing and blading, after which all the thoroughly mixed aggregate shall be bladed into a uniform windrow at the side of the road.]

The undisturbed understratum shall be graded, rolled, or watered and rolled until a satisfactory foundation for the surface course is provided.]

**3.4 MIXING WINDROWED AGGREGATE AND BITUMINOUS MATERIAL**

**3.4.1 Travel-Plant Method**

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**NOTE: The application temperatures will be selected from the following charts and inserted in the blanks provided:**

F)	Liquid Asphalt	Degrees C	(Degrees
	_____	_____	
	RC-250, MC-250, SC-250	63-104	
(145-220)	RC-800, MC-800, SC-800	82-107	
(180-225)	SC-3000	102-143	
(215-290)			
F)	Tar	Degrees C	(Degrees
	_____	_____	
	RT-5, RT-6	27-66	(80-150)
	RT-7, RT-8, RT-9	66-107	
(150-225)			
F)	Emulsified Asphalt	Degrees C	(Degrees
	_____	_____	
	All	24-71	(75-160)

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The windrowed aggregate shall be mixed with bituminous material, by means of a traveling mixing plant, and the mixture shall be deposited in a

windrow ready for spreading. The bituminous material shall be heated to the specified temperature within the range of [\_\_\_\_\_] degrees C and [\_\_\_\_\_] degrees C F prior to application. When approved, the mixture shall be deposited in a mechanical spreader and spread in accordance with paragraph SPREADING AND SHAPING. The quantity of bituminous material will be determined in accordance with the procedure in paragraph COMPOSITION OF MIXTURE, and shall be introduced into the mixer. The machine's rate of travel and the amount of mixing shall be regulated so that the mixing operation shall completely and uniformly coat all the particles of aggregate, and will produce a homogeneous mixture. The mixture shall not be spread until the mixing is complete and satisfactory. Should the mixture show an excess or a deficiency of any materials, the unsatisfactory condition shall be corrected by the addition of the required aggregate or bituminous material, followed by remixing. Should the mixture show uneven distribution of bituminous material, the unsatisfactory condition shall be corrected by remixing. If directed, the material shall be harrowed or disked, and all compressed masses of material shall be broken up.

#### 3.4.2 Blade Method

Prior to the application of bituminous material, the windrowed aggregates for the wearing surface shall be spread in a uniform layer over the existing surface. Bituminous material of the type, grade, or designation specified in paragraph BITUMINOUS MATERIALS shall be added to the aggregate at the temperature specified, and at the rate or rates determined by the Contracting Officer in accordance with paragraph COMPOSITION OF MIXTURE. The bituminous material shall be applied by means of bituminous distributors. Immediately following the application of the bituminous material, the treated aggregate shall be mixed by an approved method. Mixing shall be continued until the bituminous material is uniformly distributed throughout the mass and the aggregate particles are uniformly and completely coated. During the mixing, care shall be taken to avoid cutting into the underlying base or contaminating the bituminous mixture with earth or other objectionable matter. When operations are interrupted, the mixed or partially mixed material shall be bladed into a uniformly sized windrow or windrows in such manner that this material will not interfere with subsequent operations, will not be mixed with any untreated aggregate, and will not become contaminated with unsatisfactory material. Upon completion of the final mixing operations, the mixed material will be examined by the Contracting Officer. Should the mixture show an excess or deficiency of bituminous material, the unsatisfactory condition shall be corrected by the addition of required aggregate or bituminous material, followed by remixing. Should the mixture show uneven distribution of bituminous material, the unsatisfactory condition shall be corrected by remixing. The mixing shall continue until the mixture is complete and satisfactory.

#### 3.5 PROCEDURE WITH THICKENED EDGE

A triangular cut conforming to the dimensions indicated shall be made at each edge of the surfacing. The excavated material shall be placed on the shoulder in a small windrow against which the mixture shall be spread. The trench area shall be primed in accordance with Section 02748A BITUMINOUS TACK AND PRIME COATS prior to spreading of the bituminous mixture. The trench shall be filled with bituminous mixture and thoroughly rolled by means of the grader wheels, prior to the spreading of the surface course.



### 3.6 SPREADING AND SHAPING

The bituminous material and mineral aggregate, after being satisfactorily mixed and aerated as directed, shall be spread from the windrow upon the base course or primed surface in a layer of uniform thickness conforming to the lines and grades and typical sections indicated. Spreading shall not be started until an inspection of the subgrade or base course has been made, and any necessary reconditioning has been completed, as directed. The bituminous mixture shall not be spread when the surface is damp or when the mixture contains visible free moisture. The mixture shall be aerated until the volatile content is reduced to the point where the mixture can be spread on the roadway, and compacted to a stable pavement course that will withstand normal traffic without rutting, scuffing, raveling, or other detrimental effects. The mixture on sections of pavement showing any of these defects shall be loosened, further aerated, and recompacted to a stable pavement course. The mixed material shall be spread to the required width in layers, by a self-powered blade grader, as directed. In spreading from a windrow, care shall be taken to prevent cutting into the underlying subgrade or base course. If necessary, a layer of mixture approximately 50 mm 1/2 inch thick shall be left at the bottom of the windrow to prevent damage to the base course. After approximately one-half of the material has been spread, the remaining shall be windrowed. The material spread shall be rolled once, and then planed with a blade grader to remove high spots. The remaining material shall then be spread and rolled to the depth and width indicated. During the spreading and compacting, the surface shall be dragged or bladed, as necessary, to fill any ruts and to remove corrugations, waves, or other irregularities.

### 3.7 ROLLING FINISHED SURFACE

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**NOTE: Consult CEMP-ET on test method to be used and  
indicate below.**  
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After all layers have been satisfactorily spread, the surface shall be rolled. Final rolling shall be done by means of power-driven rollers. Rolling shall begin at the outside edge of the surface and proceed to the center, overlapping on successive trips at least one-half the width of the rear wheel of the roller. Alternate trips of the roller shall be of slightly different lengths. The speed of the roller shall be such that lateral displacement of the mixture does not occur. Light blading or floating of the surface with a blade grader during the rolling period may be required. Rolling shall be continued until all roller marks are eliminated, the surface is of uniform texture, and the mixture is compacted to at least 92 percent of maximum density as determined by [\_\_\_\_]. To prevent adhesion of the mixture to the roller, the wheels shall be kept properly moistened, but an excess of water will not be permitted. The rollers shall be in good condition, suitable for rolling asphalt, and shall be operated by experienced rollermen. At all places not accessible to the roller, the mixture shall be thoroughly tamped with hand tampers. Should the surface of the surface course for any reason become rough, corrugated, uneven in texture, or traffic marked prior to completion, such unsatisfactory portions shall be torn up, reworked, relaid, or replaced at no additional cost to the Government. Should any portion of the surface, when laid, become water soaked for any reason, the portion shall be torn up at once, and the mix therefrom placed in a windrow and aerated until the moisture content is within the limits specified. The mixture shall then be spread, shaped, and rolled as specified.

### 3.8 SHAPING OF EDGES

While the surface is being compacted and finished, the Contractor shall trim the outside edges neatly to line.

### 3.9 GRADE CONTROL

The finished and completed surface course shall conform to the lines, grades, cross section, and dimensions indicated. The lines and grades as indicated shall be maintained by means of line and grade stakes placed by the Contractor in accordance with the SPECIAL CONTRACT REQUIREMENTS.

### 3.10 SURFACE SMOOTHNESS AND THICKNESS TESTING

Tolerances for surface smoothness and thickness shall be as specified in paragraph SAMPLING AND TESTING.

### 3.11 SAMPLING AND TESTING

Sampling and testing shall be the responsibility of the Contractor. Sampling and testing shall be performed by an approved commercial testing laboratory, or by the Contractor subject to approval.

#### 3.11.1 Sources of Materials

Source of materials to be used for the wearing course shall be selected in advance of the time required for use in the work. The Contractor shall [be responsible for performing tests to determine the suitability of the proposed materials and submitting the test results] [supply samples of the proposed aggregates] not less than [\_\_\_\_\_] days before materials are required for the work.

#### 3.11.2 Field Testing

##### 3.11.2.1 Aggregate and Bitumen Sampling

Sampling of the aggregate and bitumen shall be in accordance with ASTM D 75 for coarse and fine aggregates, ASTM C 183 for mineral filler, and ASTM D 140 for bituminous material. The materials shall be tested for compliance with paragraph AGGREGATES, paragraph BITUMINOUS MATERIALS, and paragraph COMPOSITION OF MIXTURE.

##### 3.11.2.2 Asphalt Sampling

Samples of the asphalt mixture shall be obtained for each 400 metric tons tons of pavement produced and tested for compliance with paragraph COMPOSITION OF MIXTURE.

##### 3.11.2.3 Testing

Tests for surface smoothness shall be made in accordance with paragraph Tolerances at intervals of not more than [\_\_\_\_\_] meters feet along the surface of the finished pavement.

#### 3.11.3 Testing of Windrowed Aggregate

The windrowed aggregate shall be measured, and any adjustments of quantities necessary to produce the specified thickness of the course shall

be made as directed. Samples of the windrowed aggregate shall then be taken to be tested for conformance with gradation requirements of this section of the specifications, and any necessary adjustments in gradation shall be made, as directed.

#### 3.11.4 Moisture Content of Windrowed Aggregate

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NOTE: Only the types, grades, and designations applicable to climatic and other job conditions will be retained. When emulsions are used, the moisture-content requirement for the aggregate will be selected in accordance with specific job conditions. The moisture content at the time the emulsified asphalt is applied will be such that a uniform coating will be retained on all aggregate particles without the bitumen running off the particles. The moisture content will not exceed 3 percent by weight and will be reduced sufficiently by aeration to allow the emulsion to break prior to compaction. The compacted mixture will be allowed to cure until the moisture content does not affect the stability of the finished mixture prior to opening for traffic. When cutbacks are used, the moisture will not be in excess of 2 percent. The moisture content of the aggregate before mixing will be carefully controlled by laboratory tests.  
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Immediately prior to distributing bituminous material, the windrowed aggregate shall be sampled and tested for moisture content. If the moisture content is in excess of [2] [3] percent, the aggregate shall be aerated without degradation of the aggregate, until the moisture content is within the limits specified.

#### 3.11.5 Tolerance

Suitably sized core samples to determine the thickness of the completed pavement shall be taken at intervals of not more than [\_\_\_\_\_] meters feet along the surface. The area where samples were removed from the pavement shall be replaced by the Contractor, at no additional expense to the Government.

##### 3.11.5.1 Surface-Smoothness Requirements

The surface course shall be tested longitudinally and transversely with a 12 foot straightedge. The straightedge shall be placed parallel to and perpendicular to the centerline at [\_\_\_\_\_] intervals along the surface. The finished surface of the surface course shall show no deviation greater than 6.4 mm (1/4 inch) 1/4 inch from the 3.66 m (12 foot) 12 foot straightedge. Surface irregularities in excess of those specified above shall be corrected as directed, without additional cost to the Government.

##### 3.11.5.2 Thickness Requirements

The thickness of the pavement shall not vary from that shown by more than 6.4 mm (1/4 inch). 1/4 inch. A variation in thickness in excess of 6.4 mm (1/4 inch) 1/4 inch shall be corrected as directed, without additional cost to the Government.

-- End of Section --