Item No. 111S
Excavation

111S.1 Description

This item shall govern: (1) the excavation and proper utilization or satisfactory disposal of all excavated materials, of whatever character, within the limits of the Work and (2) construction, compaction, shaping and finishing of all designated earthwork areas in accordance with the specification requirements outlined herein and in conformity with the required lines, grades and typical cross sections indicated on the Drawings or as directed by the Engineer or designated representative. When not otherwise included in the Contract Documents, this item shall include the work described in Specification Item Nos. 101S, "Preparing Right of Way", No. 102S, "Clearing and Grubbing", No. 104S, "Removing Portland Cement Concrete", No. 132S "Embankment" and No. 201S, "Subgrade Preparation".

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

111S.2 Submittals

The submittal requirements of this specification item may include:

A. A permit when utility adjustments are made in the right-of-way,

B. A plan for removal and deposition of all 'Waste' materials, and

C. A Blasting Permit if blasting is required and allowed on the project.

111S.3 Classification

All excavation shall be unclassified and shall include all materials encountered regardless of their nature or the manner in which they are removed.

111S.4 Construction Methods

Prior to commencement of this work, all required erosion control and tree protection measures shall be in place. The existing utilities shall be located and shall be protected as specified in the Standard Contracts Document Section 00700, "General Conditions" and/or indicated on the Drawings. A permit shall be required when utility adjustments are to be made in preparation for construction in the right-of-way, as specified in Section 5.2.0 of the City of Austin Utilities Criteria Manual.

Construction equipment shall not be operated nor construction materials stockpiled under the canopies of trees, unless otherwise indicated on the Drawings. Excavation or embankment materials shall not be placed within the drip line of trees until tree wells are constructed, that conform to Specification Item No. 610S, “Preservation of Trees and Other Vegetation”.

All excavation shall be performed as specified herein and shall conform to the established alignment, grades and cross sections indicated on the Drawings. Suitable excavated

materials shall be utilized, insofar as practical, in constructing required embankments. The construction of all embankments shall conform to Specification Item No. 132S, "Embankment". No material shall be stockpiled within the banks of a waterway.

Unsuitable excavated materials or excavation in excess of that needed for construction shall be known as "Waste" and shall become the property of the Contractor. Unsuitable material encountered below the subgrade elevation in roadway cuts, when declared “Waste” by the Engineer or designated representative, shall be replaced with material from the roadway excavation or with other suitable material as approved by the Engineer. It shall become the Contractor’s responsibility to dispose of this material off the limits of the right of way in an environmentally sound manner at a permitted disposal site.

All blasting shall conform to the Provisions of the Standard Contract Document Section 01550, "Public Safety and Convenience". In all cases, a Blasting Permit must be obtained in advance from the City of Austin, Department of Public Works and Transportation.

Adequate dewatering and drainage of excavation shall be maintained throughout the time required to complete the excavation work.

111S.5 Measurement

All accepted excavation will be measured by either Method A or B as follows:

(1) Method A

Measurement of the volume of excavation in cubic yards (cubic meters: 1 square meter is equal to 1.306 square yards) by the average end area methods. Cross-sectional areas shall be computed from the existing ground surface to the established line of the subgrade, as shown on typical sections in the Drawings, over the limits of the right of way or other work limits, including parkway slopes and sidewalk areas.

(2) Method B

Measurement of the volume of excavation in cubic yards (cubic meters: 1 square meter is equal to 1.306 square yards), based upon the average end area method taken from pre-construction cross sections and planned grades. The planned quantities for excavation will be used as the measurement for payment for this item.

111S.6 Payment

This item will be paid for at the contract unit bid price for "Excavation", as provided under measurement Method A or B as included in the bid. The bid price shall include full compensation for all work herein specified including dewatering, drainage, subgrade preparation, unless otherwise indicated, and the furnishing of all materials, equipment, tools, labor and incidentals necessary to complete the work.

Payment will be made under one of the following:

Pay Item No. 111S-A:	Excavation	Per Cubic Yard.
Pay Item No. 111S-B:	Excavation, Plan Quantity	Per Cubic Yard.

End

SPECIFIC CROSS REFERENCE MATERIALS
Specification Item 111S, "EXCAVATION"

City of Austin Standard Contract Documents

Designation	Description
00700	General Conditions
01550	Public Safety and Convenience

City of Austin Utilities Criteria Manual

Designation	Description
Section 5.2.0	Permit for Excavation in the Public Right-of-Way

City of Austin Technical Specifications

Designation	Description
Item No. 101S	Preparing Right of Way
Item No. 102S	Clearing and Grubbing-
Item No. 104S	Removing Portland Cement Concrete
Item No. 132S	Embankment
Item No. 201S	Subgrade Preparation
Item No. 236S	Proof Rolling
Item No. 610S	Preservation of Trees and Other Vegetation

RELATED CROSS REFERENCE MATERIALS
Specification Item 111S, "EXCAVATION"

City of Austin Standard Contract Documents

Designation	Description
01500	Temporary Facilities

City of Austin Standard Specifications

Designation	Description
Item No. 120S	Channel Excavation
Item No. 203	Lime Treatment for Materials In Place
Item No. 204S	Portland Cement Treatment for Materials In Place
Item No. 230S	Rolling (Flat Wheel)
Item No. 232S	Rolling (Pneumatic Tire)
Item No. 234S	Rolling (Tamping)
Item No. 602S	Sodding for Erosion Control
Item No. 604S	Seeding for Erosion Control
Item No. 622S	Diversion Dike
Item No. 628S	Sediment Containment Dikes
Item No. 642S	Silt Fence

City of Austin Standard Details

Designation	Description
No. 610S-1	Tree Protection Fence Locations
No. 610S-2	Tree Protection Fence, Type B Chainlink
No. 610S-3	Tree Protection Fence, Type B Wood
No. 610S-4	Tree Protection Fence, Modified Type A

No. 610S-5	Tree Protection Fence, Modified Type B
No. 621S-1	Diversion
No. 622S-1	Diversion Dike
No. 624S-1	Earth Outlet Sediment Trap
No. 625S-1	Grade Stabilization Structure
No. 627S-1	Grass Lined Swale
No. 627S-2	Grass Lined Swale With Stone Center
No. 628S	Triangular Sediment Filter Dike

City of Austin Standard Details

Designation	Description
No. 628S-1	Hay Bale Dike
No. 629S-1	Brush Berm
No. 630S-1	Interceptor Dike
No. 631S-1	Interceptor Swale
No. 632S-1	Storm Inlet Sediment Trap
No. 633S-1	Landgrading
No. 634S-1	Level Spreader
No. 635S-1	Perimeter Dike
No. 636S-1	Perimeter Swale
No. 637S-1	Pipe Slope Drain (Flexible)
No. 637S-2	Pipe Slope Drain (Flexible)
No. 638S-1	Pipe Outlet Sediment Trap
No. 639S-1	Rock Berm
No. 641S-1	Stabilized Construction Entrance
No. 642S-1	Silt Fence
No. 643S-1	Stone Outlet Structure
No. 644S-1	Stone Outlet Sediment Trap

The Code of the City of Austin, Code of Ordinances, Volume 1

Designation	Description
Article 14-11-181	Permit Required
Article 14-11-189	Conditions for Permit Issuance
Article 14-11-190	Excavation Sequence and Permit Term

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

Designation	Description
Item No. 100	Preparing Right of Way
Item No. 110	Excavation
Item No. 112	Subgrade Widening
Item No. 132	Embankment
Item No. 150	Blading
Item No. 158	Specialized Excavation Work
Item No. 160	Furnishing and Placing Topsoil
Item No. 164	Seeding for Erosion Control
Item No. 204	Sprinkling
Item No. 210	Rolling (Flat Wheel)
Item No. 211	Rolling (Tamping)
Item No. 213	Rolling (Pneumatic Tire)
Item No. 260	Lime Treatment for Materials Used as Subgrade (Road Mixed)
Item No. 265	Lime-Fly Ash (LFA) Treatment for Materials Used as Subgrade

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-103-E	Determination of Moisture Content of Soil Materials
Tex-104-E	Determination of Liquid Limit of Soils
Tex-105-E	Determination of Plastic Limit of Soils
Tex-106-E	Method of Calculating the Plasticity Index of Soils
Tex-114-E	Laboratory Compaction Characteristics and Moisture-Density Relationship of Subgrade & Embankment Soil
Tex-115-E	Field Method for Determination of In-Place Density of Soils and Base Materials

Item No. 132S
Embankment

132S.1 Description

This item shall govern the placement and compaction of suitable materials obtained from approved sources for utilization in the construction of street or channel embankments, berms, levees, dikes and structures. When not otherwise included in the Contract Documents or indicated on the Drawings, this item shall include the work described in Specification Item Nos. 101S, "Preparing Right of Way", 102S, "Clearing and Grubbing", 104S, "Removing Portland Cement Concrete", 201S, "Subgrade Preparation" and No. 236S, “Proof Rolling.

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

132S.2 Submittals

The submittal requirements of this specification item may include:

A. A plan identifying source, material type, classification and characteristics (P.I., optimum moisture-density, etc.) of the proposed embankment material,
B. Type and size of equipment proposed to produce the required compaction, and
C. Compaction (Density-moisture, etc) test results for in-place embankment layers.

132S.3 Construction Methods

A. General

Prior to the placement of any embankment, all tree protection and tree wells and erosion control devices shall be in place and all operations involving Standard Specification Item No. 101S, "Preparing Right of Way" and/or Standard Specification Item No. 102S, "Clearing and Grubbing" shall have been completed for the areas over which the embankment is to be placed. Stump holes or other small excavations encountered within the limits of the embankments shall be backfilled with suitable material and thoroughly tamped by approved methods before commencement of the embankment construction.

The area of embankment placement shall be proof rolled (Specification Item No. 236S, “Proof Rolling”) and any unstable or spongy areas shall be undercut and backfilled with suitable material or otherwise mechanically manipulated and compacted by approved methods. Where shown on the Drawings or required by the Engineer or designated representative, the ground surface thus prepared shall be compacted by sprinkling and rolling. The surface of the ground, including those plowed and loosened or roughened by small washes, shall be restored to approximately its original slope and the ground surface thus prepared shall be compacted by sprinkling and rolling.

Construction equipment shall not be operated within the drip line of trees, unless otherwise indicated. Construction materials shall not be stockpiled under the canopies of trees. Excavation or embankment materials shall not be placed within the drip line of trees until tree wells are constructed in accordance with Item No. 610S, "Preservation of Trees and Other Vegetation".

Unless otherwise indicated on the Drawings and with the exception of rock, the surface of the ground of all unpaved areas, which are to receive embankment, shall be loosened by scarifying or plowing to a depth of not less than 4 inches (100 mm). The loosened material shall be re-compacted with the new embankment as hereinafter specified.

The surface of hillsides, which are to receive embankment, shall be loosened, by scarifying or plowing, to a depth of not less than 4 inches (100 mm) and benches constructed before the embankment materials are placed. The embankment shall then be placed in layers, as hereinafter specified, beginning at the low side with partial width layers and increasing the widths of the layers as the embankment is raised. The material, which has been loosened during preparation of the original ground surface, shall be re-compacted simultaneously with the embankment material placed at the same elevation.

Where embankments are to be placed adjacent to or over existing roadbeds, the roadbed slopes shall be plowed or scarified to a depth of not less than 6 inches (150 mm) and the embankment along the roadbed slopes shall be built up in successive layers, as hereinafter specified, to the elevation of the old roadbed. Then, if specified, the top surface of the old roadbed shall be scarified to a minimum depth of 6 inches (150 mm) and re-compacted along with the next layer of the new embankment. The total depth of the scarified and added material shall not exceed the permissible layer depth, specified hereinafter.

Trees, stumps, roots, vegetation or other unsuitable materials shall not be placed in embankment.

All embankment shall be constructed in layers approximately parallel to the finished grade and unless otherwise indicated, each layer shall be so constructed as to provide a uniform slope of 1/4 inch per foot (20 mm per meter) from the centerline of the roadbed to the outside. In the case of superelevated curves, each layer shall be constructed to conform to the specified superelevation or cross slope.

The embankment shall be continuously maintained at its finished section and grade until that portion of the work is accepted. After completion of the embankment to the finished section and grade, the Contractor shall proof roll the subgrade or finished grade in accordance with Specification Item No. 236S, "Proof Rolling". Any unstable or spongy areas shall be undercut and backfilled with suitable material or otherwise mechanically manipulated and compacted by approved methods. After acceptance of the embankment, re-vegetation activities shall commence immediately to minimize the soil loss and air pollution.

B. Earth Embankments

Earth embankments shall be defined as embankments composed of soil material other than rock and shall be constructed of acceptable material from approved sources.

Unless directed otherwise, earth embankments shall be constructed in successive layers, with a thickness of 8 inches (200 mm) or less in loose measure, for the full width of the individual cross section and in a length that is best suited to the sprinkling and compaction methods utilized.

Minor quantities of rocks with a maximum dimension of 4 inches (100 mm) may be incorporated in the earth embankment layers, provided that the rock is not placed immediately adjacent to structures.

Each layer of embankment shall be uniform as to material type and classification, density and moisture content before beginning compaction. Where layers of unlike materials abut each other, each layer shall be feathered on a slope of 1:20 or the materials shall be so mixed as to prevent abrupt changes in the soil. Any material placed in the embankment by dumping in a pile or windrows shall not be incorporated in a layer in that position. All such piles or windrows shall be incorporated in an embankment layer by blading and mixing or by similar methods. Clods or lumps of material shall be broken down into smaller sizes and the embankment material in a layer shall be mixed by blading, harrowing, discing or similar methods to insure that a uniform material of uniform density is secured in each layer.

The water required in sprinkling the layers, to obtain the moisture content necessary for optimum compaction, shall be evenly applied. It shall be the responsibility of the Contractor to secure uniform moisture content throughout the layer by such methods as may be necessary.

All earth cuts, whether full width or partial width side hill cuts and which are not required to be excavated below the subgrade elevation, shall be scarified to a uniform depth of at least 6 inches (150 mm) below grade. The material shall be mixed and reshaped by blading, sprinkled and rolled in accordance with the requirements outlined above for earth embankments to the same density required for the adjacent embankment.

Compaction of embankments shall conform to Item No. 201S, "Subgrade Preparation". Each layer shall be compacted to the required density by any method, and/or type and size of equipment, which will produce the required compaction. Prior to and in conjunction with the rolling operation, each layer shall be brought to the moisture content necessary to obtain the required density and shall be kept leveled with suitable equipment to insure uniform compaction over the entire layer.

It is the intent of this specification to provide the required density and moisture control for each layer of earth embankment and select material based on the plasticity characteristics of the embankment soil. Each layer shall be sprinkled as required and compacted to the extent necessary to provide the density specified below, unless otherwise indicated.

Description	Density, Percent	Moisture
Non-swelling Soils (PI less than 20)	Not less than 95	
Swelling Soils (PI between 20 and 35)	Not less than 95 nor more than 102	Not less than optimum
Swelling Soils (P.I. greater than 35)	Not less than 95 nor more than 100	Not less than optimum

The Plasticity Index (PI) will be established in accordance with TxDoT Test Methods Tex-104-E, Tex-105-E and Tex-106-E and the density determination will be made in accordance with TxDoT Test Method Tex-114-E, “Laboratory Compaction Characteristics and Moisture-Density Relationship of Subgrade and Embankment Soil”. Field density measurements will be made in accordance with TxDoT Test Method Tex-115-E, “Field Method for Determination of In-Place Density of Soils and Base Materials”.

After each layer of earth embankment or select material is complete, tests, as necessary, will be conducted as directed by the Engineer or designated representative. If the material fails to meet the density specified, the course shall be reworked as necessary to obtain the specified compaction.

C. Rock Embankments

Rock embankments shall be defined as those composed principally of rock and shall be constructed of accepted material from approved sources. Rock embankments shall not be placed immediately adjacent to structures.

Except as otherwise indicated on the Drawings, rock embankments shall be constructed in successive layers of 18 inches (450 mm) or less in thickness for the full width of the cross section. When, in the opinion of the Engineer or designated representative, the rock sizes necessitate a greater thickness of layer than specified, the layer thickness may be increased as necessary, but in no case shall the thickness of layer exceed 2 1/2 feet (750 mm). Each layer shall be constructed by starting at one end and dumping the rock on top of the layer being constructed then pushing the material ahead with a bulldozer in such a manner that the larger rock will be placed on either the ground or the preceding embankment layer. Each layer shall be constructed in such a manner that the interstices between the larger stones are filled with small stones and spalls which have been created by this operation and from the placement of succeeding layers of material.

The maximum dimension of any rock used in embankment shall be less than the thickness of the embankment layer and in no case shall any rock over 2 feet (600 mm) in its greatest dimension be placed in the embankment, unless otherwise approved by the Engineer or designated representative. All oversized rocks, which are otherwise suitable for construction, shall be broken to the required dimension and utilized in embankment construction where indicated. When preferred by the Contractor and acceptable to the Engineer or designated representative, oversized rocks may be placed at other locations where the embankment layer is of greater depth, thus requiring less breakage.

Each layer shall be compacted to the required density as outlined for "Earth Embankments", above, except in those layers where rock will make density testing difficult, the Engineer or designated representative may accept the layer by visual inspection or proof rolling conforming to Specification Item No. 236S, "Proof Rolling)".

Unless otherwise indicated, the upper 3 feet (1 meter) of the embankment shall not contain stones larger than 4 inches (100 mm) in their greatest dimension and shall be composed of material so graded that the density and uniformity of the surface layer may be secured in accordance with TxDoT Test Method Tex-114-E.

Exposed oversize material shall be broken up or removed.

D. At Culverts and Bridges

Embankment materials, which are to be placed adjacent to culverts and bridges and cannot be compacted by the blading and rolling equipment that was used in compacting the adjoining sections of embankment, shall be compacted in the manner prescribed under Item No. 401, "Structural Excavation and Backfill".

Embankment constructed around ‘spill through’ type abutments shall be constructed in 6 inch (150 mm) loose layers of a uniform suitable material and shall be placed so as to maintain approximately the same elevation on each side of the abutment. All materials shall be mixed, wetted and compacted as specified above. Embankment material placed adjacent to any portion of a structure or above the top of any culvert or similar structure shall be free of any appreciable amount of gravel or stone particles and shall be thoroughly compacted by mechanical compaction equipment.

132S.4 Measurement

All accepted embankment, when included in the contract as a separate pay item, will be measured in place and the volume computed in cubic yards (cubic meters: 1 cubic meter is equal to 1.196 cubic yards) by the method of average end areas. No allowance shall be made for shrinkage.

132S.5 Payment

The work and materials presented herein will generally not be paid for directly, but shall be included in the unit price bid for the item of construction in which this item is used.

However, when specified in the contract bid form as a separate pay item, it shall be paid for at the contract unit bid price for "Embankment". The bid price shall include full compensation for all work herein specified, including the furnishing of all materials, (except "Borrow" when paid as a separate bid item) compaction, equipment, tools, labor, water for sprinkling, proof rolling and incidentals necessary to complete the work.

Payment, when included in the contract as a separate pay item, will be made under:

Pay Item No. 132S-A: Embankment Per Cubic Yard.

End

SPECIFIC CROSS REFERENCE MATERIALS
Specification 132S, "EMBANKMENT"

City of Austin Standard Specifications

Designation	Description
Item No. 101S	Preparing Right of Way
Item No. 102S	Clearing and Grubbing
Item No. 104S	Removing Portland Cement Concrete
Item No. 110S	Street Excavation
Item No. 111S	Excavation
Item No. 130S	Borrow
Item No. 201S	Subgrade Preparation
Item No. 236S	Proof Rolling
Item No. 401	Structural Excavation and Backfill
Item No. 610S	Preservation of Trees and Other Vegetation

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-103-E	Determination of Moisture Content of Soil Materials
Tex-104-E	Determination of Liquid Limit of Soils
Tex-105-E	Determination of Plastic Limit of Soils
Tex-106-E	Method of Calculating the Plasticity Index of Soils
Tex-107-E	Determination of Bar Linear Shrinkage of Soils
Tex-114-E	Laboratory Compaction Characteristics and Moisture-Density Relationship of Subgrade & Embankment Soil

RELATED CROSS REFERENCE MATERIALS - Continued

City of Austin Standard Contract Documents

Designation	Description
00700	General Conditions

City of Austin Standard Specifications

Designation	Description
Item No. 230S	Rolling (Flat Wheel)
Item No. 232S	Rolling (Pneumatic Tire)
Item No. 234S	Rolling (Tamping)
Item No. 602S	Sodding for Erosion Control
Item No. 604S	Seeding for Erosion Control
Item No. 622S	Diversion Dike
Item No. 628S	Sediment Containment Dikes
Item No. 642S	Silt Fence

City of Austin Standard Details

Designation	Description
No. 610S-1	Tree Protection Fence Locations
No. 610S-2	Tree Protection Fence, Type B Chainlink
No. 610S-3	Tree Protection Fence, Type B Wood
No. 610S-4	Tree Protection Fence, Modified Type A
No. 610S-5	Tree Protection Fence, Modified Type B
No. 621S-1	Diversion
No. 622S-1	Diversion Dike
No. 624S-1	Earth Outlet Sediment Trap
No. 625S-1	Grade Stabilization Structure
No. 627S-1	Grass Lined Swale
No. 627S-2	Grass Lined Swale With Stone Center
No. 628S	Triangular Sediment Filter Dike
No. 628S-1	Hay Bale Dike
No. 629S-1	Brush Berm
No. 630S-1	Interceptor Dike
No. 631S-1	Interceptor Swale
No. 632S-1	Storm Inlet Sediment Trap
No. 633S-1	Landgrading
No. 634S-1	Level Spreader
No. 635S-1	Perimeter Dike
No. 636S-1	Perimeter Swale
No. 637S-1	Pipe Slope Drain (Flexible)
No. 637S-2	Pipe Slope Drain (Flexible)
No. 638S-1	Pipe Outlet Sediment Trap
No. 639S-1	Rock Berm
No. 641S-1	Stabilized Construction Entrance
No. 642S-1	Silt Fence
No. 643S-1	Stone Outlet Structure

No. 644S-1 Stone Outlet Sediment Trap

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

Designation	Description
Item No. 100	Preparing Right of Way
Item No. 110	Excavation
Item No. 132	Embankment
Item No. 158	Specialized Excavation Work

RELATED CROSS REFERENCE MATERIALS - Continued
Specification 132S, "EMBANKMENT"

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

Designation	Description
Item No. 160	Furnishing and Placing Topsoil
Item No. 164	Seeding for Erosion Control
Item No. 204	Sprinkling
Item No. 210	Rolling (Flat Wheel)
Item No. 211	Rolling (Tamping)
Item No. 213	Rolling (Pneumatic Tire)

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-103-E	Determination of Moisture Content of Soil Materials
Tex-107-E	Determination of Bar Linear Shrinkage of Soils

Item No. 210S
Flexible Base

210S.1 Description

This item governs furnishing and placing a crushed stone base course for surfacing, pavement, or other base courses. "Flexible Base" shall be constructed on an approved, prepared surface in one or more courses conforming to the typical sections and to the lines and grades, indicated on the Drawings or established by the Engineer or designated representative.

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.

210S.2 Submittals

The submittal requirements of this specification item may include:

A. Source, gradation and test results for the crushed limestone material,

B. Notification that the crushed limestone stockpile is completed and ready for testing, and

C. Field density test results for in-place compacted flexible base,

210S.3 Material

A. Mineral Aggregate

The material shall be crushed argillaceous limestone meeting the requirements specified herein. The material shall be from sources approved by the City and shall consist of durable crushed stone that has been screened to the required gradation.

Flexible base materials shall be tested according to the following TxDoT standard test methods:

a) Preparation for Soil Constants and Sieve Analysis	Tex-101-E
b) Liquid Limit	Tex-104-E
c) Plastic Limit[1]	Tex-105-E
d) Plasticity Index	Tex-106-E
e) Sieve Analysis	Tex-110-E
f) Wet Ball Mill[2]	Tex-116-E
g) Triaxial Test	Tex-117-E, Part II

1. Plasticity Index shall be determined in accordance with Tex-107-E (Linear Shrinkage) when liquid limit is unattainable as defined in Tex-104-E.
2. When a soundness value is required on the drawings, the material shall be tested in accordance with Tex-411-A.

Base material shall be stockpiled after crushing, then tested by the City's designated laboratory and approved by the Engineer or designated representative prior to being hauled to the Project.

The material shall be well graded and shall meet the following requirements:

Sieve Designation		Other Requirements	% Retained	
US	SI			
1 3/4"	45 mm		0	
7/8"	22.4 mm		10-35	
3/8"	9.5 mm		30-50	
#4	4.75 mm		45-65	
#40	425 μm		70-85	
		Maximum Plasticity Index		10
		Maximum Wet Ball Mill		42
Maximum Increase in passing #40 (425 μm) sieve from Wet Ball Mill Test			20	

Minimum compressive strength when subjected to the triaxial test shall be 35 psi at 0 psi lateral pressure [240 kiloPascal (kPa) at 0 kPa lateral pressure] and 175 psi at 15 psi lateral pressure [1200 kiloPascal (kPa) at 100 kPa lateral pressure].

B. Asphaltic Material

Prime Coat. Prime Coat shall conform to the requirements of Standard Specification Item 306S, "Prime Coat", except for measurement and payment.

210S.4 Stockpiling, Storage and Management

A. Managing Material**:**

The stockpile shall be constructed on a relatively smooth area that has been cleared of debris, weeds, brush, trees and grass. Stockpiles shall contain between 25,000 and 50,000 cubic yards (19,100 to 38,200 cubic meters). The stockpile shall be constructed using scrapers, bottom dumps or other similar equipment that allows dumping and spreading without rehandling. The stockpile shall be constructed to allow dumping and spreading in one direction only. The height of the stockpile shall not exceed the capabilities of available equipment to make a full cut (bottom to top) on any of the four sides.

A stockpile shall be completed before being tested by the City. The Contractor's supplier shall notify the City when a stockpile has been completed and is ready to be tested. The stockpile shall not be added to after it has been tested.

The Contractor shall provide material only from stockpiles that have been inspected, tested and accepted by the City. A ticket showing the date, source, stockpile number, and net weight (mass) shall be provided to the Inspector with each load of material delivered to the Project.

Material shall be loaded from the stockpile by making successive vertical cuts through its entire depth.

B. Test Sampling:

The Contractor's supplier may choose the method of sample gathering for testing by the City's laboratory as follows:

1. The supplier shall make a full-height cut a sufficient distance into each side of the stockpile to obtain a uniform sample. The four samples (one from each side of the stockpile) shall then be combined and mixed into a single "test" specimen from which the City's laboratory can obtain a sample.

2. As the stockpile is constructed, a perpendicular cut will be made across the spreading direction at every two feet to four feet (0.6 to 1.2 meters) of height and the sample used to start a "mini" stockpile. The process shall be repeated in two feet to four feet (0.6 to 1.2 meter) increments of height, until the stockpile and the "mini" stockpile are completed. Samples shall be obtained from the "mini" stockpile in the same manner described in (1) above.

C. Testing and Acceptance:

When initial tests indicate
that the material is unacceptable, the City may, if requested by the Contractor's supplier, sample and test the material one more time. The additional sampling and testing shall be paid for by the supplier.

210S.5 Construction Methods

A. Preparation of Subgrade:

Flexible base shall not be placed until the Contractor has verified by proof rolling that the subgrade has been prepared and compacted in conformity with Standard Specification Item 201S, "Subgrade Preparation," to the typical sections, lines and grades indicated on the Drawings. Any deviation shall be corrected and proof rolled prior to placement of the flexible base material.

The Contractor shall not place flexible base until the subgrade has cured to the satisfaction of the Engineer or designated representative, regardless of whether or not the subgrade has been successfully proof rolled. As a minimum, this will be after the surface displays no damp spots and there is no evidence of "sponginess" in the subgrade.

B. First Lift:

Immediately before placing the flexible base material, the subgrade shall be checked for conformity with grade and section. The thickness of each lift of flexible base shall be equal increments of the total base depth. No single lift shall be more than six inches (150 mm) or less than three inches (75 mm) compacted thickness.

The material shall be delivered in approved vehicles. It shall be the responsibility of the Contractor to deliver the required amount of material. If it becomes evident that insufficient material was placed, additional material as

necessary shall be delivered and the entire course scarified, mixed and compacted.

Material deposited upon the subgrade shall be spread and shaped the same day unless otherwise approved by the Engineer or designated representative. In the event inclement weather or other unforeseen circumstances render spreading of the material impractical, the material shall be spread as soon as conditions allow.

Additionally, if the material cannot be spread and worked the same day it is deposited, the Contractor shall "close up" the dump piles before leaving the job site. “Closed up” shall be defined as the use of a motor grader to blade all dump piles together, leaving no open space between piles.

The material shall be spread, sprinkled, if required, then thoroughly mixed; bladed, dragged and shaped to conform to the typical sections indicated on the Drawings.

All areas and "nests" of segregated coarse or fine material shall be corrected or removed and replaced with well-graded material.

Each lift shall be sprinkled as required to bring the material to optimum moisture content, then compacted to the extent necessary to provide not less than the percent density specified in Section 210S.5.D, "Density." In addition to the requirements specified for density, the full depth of flexible base material shall be compacted to the extent necessary to remain firm and stable under construction equipment. After each section of flexible base material is completed, tests, as necessary, will be made by the Engineer or designated representative. As a minimum, three in-place density tests per section per day will be taken. If the material fails to meet the density requirements, it shall be reworked as necessary to meet these requirements. All initial testing will be paid for by the City. All retesting shall be paid for by the Contractor.

Throughout the entire operation, the surface of the material shall be maintained by blading and, upon completion, shall be smooth and shall conform to the typical section indicated on the Drawings and to the established lines and grades.

In that area on which pavement is to be placed, any deviation in excess of 1/4 inch (6.5 mm) in cross section or 1/4 inch in a length of 16 feet (6.5 mm in a length of 5 meters) measured longitudinally shall be corrected by loosening, adding or removing material, and by reshaping and recompacting. All irregularities, depressions or weak spots shall be corrected immediately by scarifying the areas affected, adding suitable material as required, and by reshaping and recompacting. Should the lift, due to any reason or cause, lose the required stability, density and/or finish before the surfacing is complete, it shall be recompacted and refinished at the Contractor's expense.

C. Succeeding Lifts:

Construction methods for succeeding lifts shall be the same as prescribed for the first lift. For that lift of the flexible base upon which the curb and gutter will be constructed, as well as the last flexible base lift (i.e. top of the flexible base), the Contractor shall check the surface of the lift for conformity to the lines and grades by setting "blue tops" at intervals not exceeding 50 feet (15 meters) on

the centerline, at quarterpoints, at curb lines or edge of pavement, and at other points that may be indicated on the Drawings.

When the thickness of a particular lift of the flexible base is in question, the Contractor shall check the surface of the lift for conformity to the lines and grades by setting "blue tops" at intervals not exceeding 50 feet (15 meters) on the centerline, at quarter points, at curb lines or edge of pavement, and at other points that may be indicated on the Drawings

D. Density:

The flexible base shall be compacted to not less than 100 percent density as determined by TxDoT Test Method Tex-113-E.

Field density determination shall be made in accordance with TxDoT Test Method Tex-115-E unless otherwise approved by the Engineer or designated representative. Each lift of the flexible base shall also be tested by proof rolling in conformity with Standard Specification Item 236S “Proof Rolling.”

E. Priming:

After the flexible base material has been compacted to not less than 100 percent density, and tested by proof rolling, a prime coat will be applied in accordance with Standard Specification Item 306S, "Prime Coat."

F. Curing:

Pavement materials, such as a tack coat or surface course, shall not be placed on the primed surface until the prime coat has been absorbed into the base course. At least 24 hours, or longer if designated by the Engineer or designated representative, shall be allowed when cutback asphalt is used as the prime coat.

210S.6 Measurement

"Flexible Base" will be measured by the cubic yard (cubic meter: 1 cubic meter equals 1.196 cubic yards), complete in place, as indicated in the Contract Documents.

210S.7 Payment

This item will be paid for at the contract unit bid price for "Flexible Base". The unit bid price shall include full compensation for all work specified herein, including the furnishing, hauling, placing and compacting of all materials; for rolling, proof rolling, recompacting and refinishing; for all water required; for retesting as necessary; for priming; and for all equipment, tools, labor and incidentals necessary to complete the Work.

Prime coat will not be measured and paid for directly but shall be included in the unit price bid for Standard Specification Item 210S, "Flexible Base.”

Payment will be made under one of the following:

Pay Item No. 210S-A: Flexible Base Per Cubic Yard.

End

SPECIFIC CROSS REFERENCE MATERIALS

City of Austin Standard Specifications

Designation	Description
Item No. 201S	Subgrade Preparation
Item No. 236S	Proof Rolling
Item No. 306S	Prime Coat

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

Designation	Description
Tex-101-E	Preparation of Soil and Flexible Base Materials for Testing
Tex-104-E	Determination of Liquid Limit of Soils
Tex-105-E	Determination of Plastic Limit of Soils
Tex-106-E	Method of Calculating the Plasticity Index of Soils
Tex-107-A	Determination of Bar Linear Shrinkage of Soils
Tex-110-E	Determination of Particle Size Analysis of Soils
Tex-113-E	Laboratory Compaction Characteristics and Moisture-Density Relationship of Base Materials and Cohesionless Sands
Tex-115-E	Field Method for Determination of In-Place Density of Soils and Base Materials
Tex-116-E	Ball Mill Method for Determination of the Disintegration of Flexible Base Material
Tex-117-E	Triaxial Compression Tests for Disturbed Soils and Base Materials
Tex-411-A	Soundness of Aggregate By Use Of Sodium Sulfate Or Magnesium Sulfate

RELATED CROSS REFERENCE MATERIALS

City of Austin Standard Details

Designation	Description
No. 1000S-2	Flexible Base with Asphalt Surface Trench Repair-Existing Pavement
No. 510S-3	Typical Trench with Paved Surface
No. 1000S	Bus Stop Paving
No. 1000S-10	Local Street Sections
No. 1000S-11(1)	Residential and City of Austin Neighborhood Collector Street Sections
No. 1000S-11(2)	Industrial and Commercial Collector Street Sections
No. 1000S-12(1)	Primary Collector Street Sections
No. 1000S-12(2)	Primary Arterial Street Sections
No. 1000S-13(1)	Minor Arterial Street Sections (4 Lanes)
No. 1000S-13(2)	Minor Arterial Street Sections-(4 Lanes divided)
No. 1000S-14	Major Arterial Street Sections

City of Austin Utility Criteria Manual

Designation	Description
Section 5.8.2	Flexible Base
Section 5.7.3	Flexible Base with Asphalt Surface
Section 5.9.1	Excavation in Alley

City of Austin Transportation Criteria Manual

Designation	Description
Section 3.2.0	General Criteria
Section 3.4.3 .D	Layer Data-Minimum Thickness
Table 3-1	Minimum Layer Thickness
Section 3.4.3 .F	Layer Data- Minimum Thickness
Table 3-2	Layer Thickness Increment
Section 3.4.3 .J	Layer Data- Stiffness Coefficient
Table 3-3	Stiffness Coefficient
Table 3-9	Recommended Salvage values
Table 3-10	AASHTO Layer Coefficients

Item No. 236S
Proof Rolling

236S.1 Description

This item shall govern furnishing and operating heavy pneumatic tired compaction equipment for locating unstable areas of embankment, subgrade and flexible base courses.

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

236S.2 Submittals

The submittal requirements of this specification item may include:

A. A plan describing the condition of each roller proposed for the work, as well as the type of traction (self propelled or drawn), Type of roller, size, weight, tire pressure (if appropriate) and configuration of each individual roller, and

B. The operating speed proposed for each individual roller.

236S.3 Equipment

A. Standard Proof Roller:

The proof rolling equipment shall have a loading platform or body suitable for ballast loading that is supported on a minimum of two (2) axles with not more than two (2) pneumatic tired wheels per axle. All wheels shall be arranged so that they will carry approximately equal loads when operating on uneven surfaces. Pneumatic proof rolling equipment with multiple pivotal axles and more than two tires along the front or rear axle axis shall have articulating axle supports to equally distribute the load to all tires over uneven surfaces.

The proof roller unit, under working conditions, shall have a minimum contact width of 7-1/2 feet (2.3 meters) and shall be so designed that the gross roller weight may be varied uniformly from 25 tons to 50 tons (23 megagrams to 45 megagrams) by ballast loading. The tires shall be capable of operating under various loads with variable air pressures up to 145 psi (up to 1000 kiloPascals). The tires shall be smooth tread and shall impart a minimum ground contact pressure of 75 pounds per square inch (520 kiloPascals). Tires shall be practically full of liquid (i.e. when liquid will flow from the valve stem of a fully inflated tire with the stem in the uppermost position). The operating load and tire pressure shall be within the range of the manufacturer's chart as directed by the Engineer or designated representative.

The proof roller shall be drawn by a power train of adequate tractive effort or may be of a self-propelled type. The proof rolling equipment shall be equipped with a reverse mode transmission or be capable of turning 180 degrees in the street width. When a separate power train is used to draw the proof roller, the power train weight shall not be considered in the weight of the proof roller. The power train shall be rubber-tired when rolling subgrade and base materials. A cleated or track-type power train may be used on earth and rock embankments.

B. Alternate Equipment:

With the written approval of the Engineer or designated representative, the Contractor may utilize alternate equipment on embankment courses, subgrade and base courses subject to the requirements of the standard proof roller except with respect to minimum contact width, axle/tire arrangement and tire tread.

Alternate equipment for stability testing of embankments shall be restricted to equipment that can be shown to impart a stress distribution on the embankment structure equivalent to or greater than the stress induced by the concentrated weight of a standard proof roller.

C. Equipment Submittals:

All standard proof rollers and proposed alternate equipment must be approved by the Engineer or designated representative prior to their use. The Contractor shall furnish the Engineer or designated representative with charts or tabulations showing the contact areas and contact pressures for the full range of tire inflation pressures and for the full range of loadings for the particular tires furnished.

Alternate equipment submittals for proof rolling of embankments shall be signed and sealed by a registered Professional Engineer licensed in the State of Texas.

236S.4 Construction Methods

A. General:

Within the ranges set forth in Section 236S.3, the load and tire inflation pressures shall be adjusted as directed by the Engineer or designated representative. It is proposed to use a contact pressure corresponding as nearly as practical to the maximum supporting value of the earthwork or base. The entirety of prepared surfaces to be tested by this method shall be proof rolled by a minimum of two passes of the proof roller tires. Each succeeding trip of the proof roller shall be offset by not greater than one tire width.

When alternate equipment is proposed and only one axle meets minimum requirements, only the qualifying axle shall be used to proof roll. If the operation of the proof roller shows an area to be unstable, the substandard area shall be brought to satisfactory stability and uniformity by additional curing, compaction, or by removal and replacement of unsuitable materials. The re-worked area shall then be proof rolled.

Proof rollers shall be operated at speeds between 2 and 6 miles per hour (3 and 10 kilometers per hour) or as directed by the Engineer or designated representative.

Acceptable limits of elastic and plastic deformation of prepared subgrade courses shall be established by proof rolling Test Sections of representative soil conditions, previously tested and approved for density and moisture requirements of the governing subgrade and earth embankment items. Proof rolling of first course base over a plastic subgrade may be waived by the Engineer or designated representative if it is determined that the prepared first course base will be damaged by the proof roller.

B. Roadway Construction:

The subgrade and all lifts of base material shall be proof rolled in new roadway construction and in the reconstruction of existing streets. Proof rolling of the curb course base shall be substituted for proof rolling of final course base at the direction of the Engineer or designated representative. Proof rolling may be waived by the Engineer or designated representative where construction is limited to turn lanes, street widening less than 7-1/2 feet (2.3 meters) in width, or where the site is otherwise congested.

C. Trenches:

Trenches shall be proof rolled where no limitations to the operation of the proof roller exist as may be determined by the Engineer subject to the provisions hereunder.

All trenches shall be proof rolled in new roadways or in existing roadways under reconstruction. Trenches shall be proof rolled at the street subgrade elevation by longitudinal and perpendicular passes of the roller as may be dictated by the width of the trench.

Proof rolling of trenches in existing paved streets shall be limited to pavement cross-sections capable of sustaining the weight of the proof rolling equipment without imparting damage to the remaining pavement structure as determined by the Engineer. Trenches less than 4 feet (1.2 meters) in width shall be exempted of all proof rolling requirements. Only the final course base shall be proof rolled in trenches 4 feet (1.2 meters) or wider but narrower than the proof roller contact width. The subgrade, the first course and the final course base shall be proof rolled in trenches 7-1/2 feet (2.3 meters) or wider.

D. Embankment Construction:

All embankment courses shall be proof rolled, unless otherwise directed by the Engineer or designated representative.

If required by the Engineer or designated representative, stability testing of embankments constructed to the finished cross-section and elevation or to interim elevations shall either be conducted with a standard proof roller or alternate equipment, which can be proven to impart a horizontal and vertical pressure distributions equivalent to or greater than those induced by a standard proof roller.

236S.5 Measurement and Payment

No direct payment will be made for the materials, equipment or labor required by this item, but shall be included in the unit price bid for the item of construction in which this item is used.

End

RELATED CROSS REFERENCE MATERIALS
Specification Item 236S, “Proof Rolling”

City of Austin Contract Documents

Designation	Description
Section 00700	General Conditions

City of Austin Standard Specifications

Designation	Description
Item No. 101S	Preparing Right of Way
Item No. 102S	Clearing and Grubbing
Item No. 110S	Street Excavation
Item No. 111S	Excavation
Item No. 130S	Borrow
Item No. 132S	Embankment

RELATED CROSS REFERENCE MATERIALS-Continued
Specification 236S, “Proof Rolling”

City of Austin Standard Specifications

Designation	Description
Item No. 201S	Subgrade Preparation
Item No. 202S	Hydrated Lime and Lime Slurry
Item No. 203S	Lime Treatment for Materials in Place
Item No. 204S	Portland Cement Treatment For Materials in Place
Item No. 206S	Asphalt Stabilized Base (Plant Mix)
Item No. 210S	Flexible Base
Item No. 230S	Rolling (Flat Wheel)
Item No. 232S	Rolling (Pneumatic Tire)
Item No. 234S	Rolling (Tamping)
Item No. 301S	Asphalts, Oils and Emulsions
Item No. 306S	Prime Coat
Item No. 307S	Tack Coat
Item No. 310S	Emulsified Asphalt Treatment
Item No. 320S	Two Course Surface Treatment
Item No. 340S	Hot Mix Asphaltic Concrete Pavement
Item No. 402S	Controlled Low Strength Material
Item No. 403S	Concrete for Structures

City of Austin Standard Details

Designation	Description
No. 1000S-10	Local Street Sections
No. 1000S-11(1)	Residential and City of Austin Neighborhood Collector Street Sections
No. 1000S-11(2)	Industrial and Commercial Collector Street Sections
No. 1000S-12(1)	Primary Collector Street Sections
No. 1000S-12(2)	Primary Arterial Street Sections
No. 1000S-13(1)	Minor Arterial Street Sections (4 Lanes)
No.1000S-13 (2)	Minor Arterial Street Sections- (4 Lanes divided)
No. 1000S-14	Major Arterial Street Sections

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

Designation	Description
Item No. 100	Preparing Right of Way
Item No. 110	Excavation
Item No. 112	Subgrade Widening
Item No. 132	Embankment
Item No. 150	Blading
Item No. 158	Specialized Excavation Work
Item No. 204	Sprinkling
Item No. 210	Rolling (Flat Wheel)
Item No. 211	Rolling (Tamping)
Item No. 213	Rolling (Pneumatic Tire)
Item No. 264	Lime and Lime Slurry
Item No. 300	Asphalts, Oils and Emulsions
Item No. 301	Asphalt Anti-stripping Agents
Item No. 310	Prime Coat (Cutback Asphaltic Materials)
Item No. 314	Emulsified Asphalt Treatment
Item No. 316	Surface Treatments
Item No. 345	Asphalt Stabilized Base (Plant Mixed)

RELATED CROSS REFERENCE MATERIALS-Continued
Specification 236S, “Proof Rolling”

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-101-E	Surveying and Sampling Soils for Highways
Tex-103-E	Determination of Moisture Content of Soil Materials
Tex-104-E	Determination of Liquid Limit of Soils
Tex-105-E	Determination of Plastic limit of Soils
Tex-106-E	Method of Calculating the Plasticity Index of Soils
Tex-114-E	Laboratory Compaction Characteristics & Moisture Density Relationship of Subgrade & Embankment Soil
Tex-115-E	Field Method for Determination of In-Place Density of Soils & Base Materials
Tex-117-E	Triaxial Compression Tests for Disturbed Soil and Base Materials
Tex-120-E	Soil Cement Testing
Tex-121-E	Soil Lime Testing
Tex-126-E	Molding, Testing and Evaluation of Bituminous Black Base Materials
Tex-207-F	Determination of Density of Compacted Bituminous Mixtures
Tex-210-F	Determination of Asphalt Content of Bituminous Mixtures
Tex-600-J	Sampling and Testing of Hydrated Lime, Quicklime & Commercial Lime Slurry

301S.1 Description

This item includes the requirements for cutback asphalts, emulsified asphalts, polymer modified asphalt cements, performance graded asphalt binders and other miscellaneous asphaltic materials and latex additives.

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

301S.2 Submittals

Submittals shall include test results for each the materials described herein when specifically identified on the Drawings and/or referenced in associated standard specification items and standard details.

Submittals may include samples of the base asphalt cement and polymer additives.

301S.3 Materials

When tested in accordance with designated TxDoT, AASHTO and/or ASTM Test Methods, the various materials shall meet the applicable requirements of this specification.

A. Acronyms

The acronyms used in this specification are defined in the following table.

Table 1: Acronyms

Acronym	Definition	Acronym	Definition
Test Method Prefix Tex T D	 TxDOT AASHTO ASTM	Polymer Modifier SBR or L SBS TR P	 Styrene-Butadiene Rubber (Latex) Styrene-Butadiene-Styrene Block Copolymer Tire Rubber, from ambient temperature grinding of truck and passenger tires Polymer Modified
AC	Asphalt Cement	SS	Slow Setting
RC	Rapid Curing	H-suffix	Harder Residue (Lower Penetration)
MC	Medium Curing	AE	Asphalt Emulsion
SCM	Special Cutback Material	S-suffix	Stockpile Usage
HF	High Float	AE-P	Asphalt Emulsion Prime
C	Cationic	EAP&T	Emulsified Asphalt Prime and Tack
RS	Rapid Setting	PCE	Prime, Cure, and Erosion Control
MS	Medium Setting	PG	Performance Grade

B. Asphalt Cement

The material shall be homogeneous, free from water, shall not foam when heated to 350^{o}F (177^{o}C) and shall meet the requirements in Table 2.

Table 2: Asphalt Cement Requirements

Viscosity Grade		AC-10		AC-20		AC-30	
Property	Test Method	Min	Max	Min	Max	Min	Max
Viscosity: 140°F, poises (60°C, pascals)	T202	800 (80)	1200 (120)	1600 (160)	2400 (240)	2400 (240)	3600 (360)
Viscosity: 275°F, stokes (135°C, pascals)	T202	1.9 (.19)	-	2.5 (.25)	-	3.0 (.30)	-
Penetration: 77°F (25°C), 100g, 5s	T49	85	-	55	-	45	-
Flash Point, C.O.C. °F (°C)	T48	450 (232)	-	450 (232)	-	450 (232)	-
% Solubility trichloroethylene	T44	99.0	-	99.0	-	99.0	-
Spot test	Tex 509-C						
Viscosity: 140°F stokes (60°C pascals)	T202	-	3000 (300)	-	6000 (600)	-	9000 (900)
Ductility 77°F (25°C), 5 cm/min, cm	T202	100	-	70	-	50	-

C. Polymer Modified Asphalt Cement.

Polymer modified asphalt cement must be smooth, homogeneous, and shall comply with the requirements listed in Table 3.

Table 3: Polymer Modified Asphalt Cement Requirements

Polymer Modified Viscosity Grade		AC-5		AC-10		AC-15P		AC-45P*	
Polymer Type		SBR		SBR		SBS		SBS	
Property	Test Method	Min	Max	Min	Max	Min	Max	Min	Max
Polymer in % (solids basis)	Tex-533-C	2.0	-	2.0	-	3.0	-	3.0	-
Viscosity									
140ºF, poise (60°C, pascals)	T 202	700 (70)	- -	1300 (130)	- -	1500 (150)	- -	4500 (450)	- -
275ºF, poise (135°C, pascals)	T 202	- -	7.0 (0.7)	- -	8.0 (0.8)	- -	8.0 (0.8)	14.0 (1.4)	
Penetration, 77ºF (25°C), 100 g, 5 s.	T 49	120	-	80	-	100	150	50	74
Ductility, 5cm/min., 39.2ºF, cm	T 51	70	-	60	-	-	-	15	-
Elastic Recovery, 50ºF (10°C), %	Tex-539-C	-	-	-	-	55	-		-
Polymer Separation, 48 hrs**.	Tex-540-C	None		None		None		None	
Flash Point, C.O.C., ºF (°C),	T 48	425 (218)	- -	425 (218)	- -	425 (218)	- -	425 (218)	- -
Tests on Residue from Thin Film Oven Test: (T179)									
Retained Penetration Ratio, 77ºF (25°C), % original	T 49	-	-	-	-	0.60	1.00	0.60	0.90

* The SBS block copolymer may be pre-blended with a polymer processing oil (up to a 1:1 ratio of polymer to oil) to aid the solution of the polymer in the asphalt.

** A 350-gram (0.77 pound) sample of the asphalt-SBS blend is stored for 48 hours at 325°F (163°C). Upon completion of the storage time, the sample is visually examined for separation of the SBS from the asphalt (smoothness and homogeneity). If a question still exists about the separation of the SBS, samples shall be taken from the top and bottom of the sample for Infrared Spectroscopy analysis. A difference of 0.4% or more in the concentration of the SBS between the top and bottom samples shall constitute separation.

D. Cutback Asphalt

Cutback Asphalt shall meet the requirements presented in tables 4, and 5 for the specified type and grade.

Table 4: RAPID CURING TYPE CUTBACK ASPHALT Requirements

Type-Grade		RC-250		RC-800		RC-3000	
Properties	Test Method	Min	Max	Min	Max	Min	Max
Water, percent	T55	-	0.2	-	0.2	-	0.2
Flash Point, T.O.C.,°F [°C]	T79	80 (27)	-	80 (27)	-	80 (27)	-
Kinematic viscosity @ 140°F, cst [60°C, mm²/s]	T201	250	400	800	1600	3000	6000
Distillation Test:	T78						
Distillate, % by volume of total distillate to 680°F [360°C]:							
to 437°F [225°C]:		40	75	35	70	20	55
to 500°F [260°C]:		65	90	55	85	45	75
to 600°F [316°C]:		85	-	80	-	70	-
Residue from Distillation, Volume %		70	-	75	-	82	-
Tests of Distillation Residue:							
Penetration, 100g, 5 sec., 77°F [25°C], cm	T49	80	120	80	120	80	120
Ductility, 5 cm/min., 77°F, 5 cm/min., cm	T51	100	-	100	-	100	-
[25°C, 50 mm/min., mm]		1000	-	1000	-	1000	-
Solubility in trichloroethylene, %	T44	99.0	-	99.0	-	99.0	-
Spot Test	Tex 509-C	ALL NEGATIVE					

Table 5: MEDIUM CURING TYPE CUTBACK ASPHALT Requirements

Type		MC-30		MC-70		MC-250		MC-800		MC-3000	
Properties	Test Method	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Water, %	T55	-	0.2	-	0.2	-	0.2	-	0.2	-	0.2
Flash Point, T.O.C.,°F [°C]	T79	100 [38]	-	100 [38]	-	150 [65]	-	150 [65]	-	150 [65]	-
Kinematic viscosity. @ 140°F. cst [60°C, mm²/s]	T201	30	60	70	140	250	500	800	1600	3000	6000
Distillation Test:	T78										
Distillate, as % by volume to total distillate to 680°F[360°C]:, shall be as follows:											
to 437°F [225°C]:		-	25	-	20	-	10	-	-	-	-
to 500°F [260°C]:		40	70	20	60	15	55	-	35	-	15
to 600°F [316°C]:		75	93	65	90	60	87	45	80	15	75
Residue from 80°F [225°C] distillation											
Volume Percent		50	-	55	-	67	-	75	-	80	-
Tests on Distillation Residue:											
Penetration @ 77°F [25°C], 100g, s, 01mm:	T49	120	250	120	250	120	250	120	250	120	250
Ductility @ 77°F, 5 cm/min, cms	T51	100*	-	100*	-	100*	-	100*	-	100*	-
[25°C, 50 mm/min., mm]		1000*	-	1000*	-	1000*	-	1000*	-	1000*	-
% Solubility in trichloroethylene	T44	99.0	-	99.0	-	99.0	-	99.0	-	99.0	-
Spot Test	Tex 509-C	ALL NEGATIVE									

* If penetration of residue is more than 200 and the ductility at 77°F [25°C] is less than 100 cm [1000 mm], the material will be acceptable if its ductility at 60°F [16°C] is more than 100cm [1000 mm].

E. Emulsified Asphalt

The material shall be homogenous. It shall show no separation of asphalt after thorough mixing and shall meet the requirements for the specified type and grade presented in Tables 6, 7 and 8.

Table 6: ANIONIC EMULSION Requirements

	Type	Medium Setting		Slow Setting			
	Grade	MS-2		SS-1		SS-1h	
Property	Test Method	Min	Max	Min	Max	Min	Max
Furol Viscosity @ 77°F [25°C], sec.	T72	-	-	20	100	30	100
@ 122°F[50°C], sec		100	300	-	-	-	-
Sieve Test, %.	T59	-	0.1	-	0.1	-	0.1
Miscibility (Standard Test)	T59	-	-	Passing		Passing	
Cement Mixing, %	T59	-	-	-	2.0	-	2.0
% Demulsibility: 35 cc 0.02N $CaCl_2$	T59	-	30	-	-	-	-
Storage Stability 1 day, %	T59	-	1	-	1	-	1
Freezing Test, 3 Cycles*	T59	Passing		Passing		Passing	
Distillation Test	T59						
Distillation Residue, %		65	-	60	-	60	-
Distillate Oil Portion, %		-	½	-	½	-	½
Tests of Residue from Distillation:							
Penetration @ 77°F [25°C], 100g, 5s	T49	120	160	120	160	70	100
Solubility in Trichloroethylene, %	T44	97.5	-	97.5	-	97.5	-
Ductility @ 77F, 5 cm/min., cm [@ 25°C, 50 mm/min., mm]	T51	100 1000	- -	100 1000	- -	80 800	- -

* Applies only when Engineer or designated representative specifies the material for winter use.

Table 7: HIGH FLOAT ANIONIC EMULSION Requirements

	Type	Rapid Setting		Medium Setting	
	Grade	HFRS-2		AES-300	
Property	Test Method	Min	Max	Min	Max
Viscosity, Saybolt Furol	T72				
@ 77°F [25°C], sec.		-	-	75	400
@ 122°F [50°C], sec.		150	400	-	-
Oil Portion of Distillate, %	T59	-	2	-	7
Sieve Test, %	T59	-	0.1	-	0.1
Particle Charge	T59	positive		positive	
Coating Ability and Water Resistance:	T59				
Coating, dry aggregate		-	-	good	
Coating, after spraying		-	-	fair	
Coating, wet aggregate				fair	
Coating, after spraying				fair	
% Demulsibility: 35 ml 0.02 N $CaCl_2$	T59	50	-	-	-
Storage Stability Test, 1 day, %	T59	-	1	-	1
Distillation Test	T59				
Residue by Distillation, % by weight		65	-	65	-
Oil Distillate, by volume of emulsion, %		-	1/2	-	5
Tests on Residue from Distillation:					
Penetration at 77°F [25°C], 100 g, 5s	T49	100	140	300	-
Solubility in Trichloroethylene, %	T44	97.5	-	97.5	-
Ductility @ 77°F., 5 cm/min, cms [25°C., 50 mm/min, mm]	T51	100 [1000}	-	-	-

Float Test at 140°F [60°C], sec.	Tex 509-C	1200	-	1200	-

Table 8: CATIONIC EMULSION Requirements

Type	Rapid Setting				Medium Setting				Slow Setting			
Grade	CRS-2		CRS-2h		CMS-2		CMS-2s		CSS-1		CSS-1h	
Property Test Method	Min	Max	Min	Max	Min.	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol T72												
@ 77°F [25°C], sec.	-	-	-	-	-	-	-	-	20	100	20	100
@ 122°F [50°C],sec.	150	400	150	400	100	300	100	300	-	-	-	-
Storage stability test, 1 day % T59	-	1	-	1	-	1	-	1	-	1	-	1
% Demulsibility: *,** T59	40	-	40	-	-	-	-	-	-	-	-	-
Coating, ability & water resistance T59												
Coating, dry aggregate	-	-	-	-	good		good		-	-	-	-
Coating, after spraying	-	-	-	-	fair		fair		-	-	-	-
Coating, wet aggregate	-	-	-	-	fair		fair		-	-	-	-
Coating, after spraying	-	-	-	-	fair		fair		-	-	-	-
Particle charge test T59	Positive		Positive		Positive		Positive		Positive		Positive	
Sieve test, % T59	-	0.10	-	0.10	-	0.10	-	0.10	-	0.10	-	0.10
Cement Mixing test, % T59	-	-	-	-	-	-	-	-	-	2.0	-	2.0
Distillation Test: T59												
% Oil distillate, vol. of emulsion	-	1/2	-	1/2	-	7	-	5	-	1/2	-	1/2
Residue by Distillation,% by wgt	65	-	65	-	65	-	65	-	60	-	60	-
Tests on Residue from Distillation:												
Penetration,77°F [25°C], 100g, 5s. T49	120	160	80	110	120	200	300	-	120	160	80	110
Ductility, T51												
77°F, 5 cm/min, cm	100	-	80	-	100	-	-	-	100	-	80	-
[25°C, 50 mm/min, mm]	1000	-	800	-	1000	-	-	-	1000	-	800	-
% Solubility in trichloroethylene T44	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-	97.5	-

* At a level of 35 ml 0.8% sodium dioctyl sulfosuccinate.

** The demulsibility test shall be made within 30 days from date of shipment.

F. Polymer Modified Emulsions

The material shall be homogenous. It shall show no separation of asphalt after thorough mixing and shall meet the requirements for the specified type and grade presented in Tables 9 and 10.

G. Specialty Emulsions.

Specialty emulsions may be either asphaltic-based or resin-based and must meet the requirements included in Table 11.

H. Recycling Agent.

Recycling agent and emulsified recycling agent must meet the requirements of table 12. Additionally, recycling agent and residue from emulsified recycling agent, when added in the specified proportions to the recycled asphalt, must meet the properties specified on the drawings.

Table 9: Polymer Modified Emulsified Asphalt Requirements

Type-Grade	Rapid Setting				Medium Setting						Slow Setting	
	RS-1P		HFRS-2P		AES-150P		AES-300P		AES-300S		SS-1P	
Property Test Method	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol T 72												
77ºF, sec.	-	-	-	-	75	400	75	400	75	400	30	100
122ºF, sec.	50	200	150	400	-	-	-	-	-	-	-	-
Sieve Test, % T 59	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1	-	0.1
Miscibility T 59	-		-		-		-		-		pass	
Coating Ability and Water Resistance: T59												
dry aggregate/after spray	-		-		good/fair		good/fair		good/fair		-	
wet aggregate/after spray	-		-		fair/fair		fair/fair		fair/fair		-	
Demulsibility, 35 ml of 0.02 N $CaCl_2$, % T 59	60	-	50	-	-	-	-	-	-	-	-	-
Storage Stability, 1 day, % T 59	-	1	-	1	-	1	-	1	-	1	-	1
Breaking Index, g Tex-542-C	-	80	-	-	-	-	-	-	-	-	-	-
Distillation Test:[1] T 59												
Residue by Distillation, % by wt.	65	-	65	-	65	-	65	-	65	-	60	-
Oil Distillate, % by vol of emulsion	-	3	-	0.5	-	3	-	5	-	7	-	0.5
Tests: Residue from Distillation:												
Polymer Content, wt. % (solids basis) Tex-533-C	-	-	3.0	-	-	-	-	-	-	-	3.0	-
Penetration, 77ºF, (25ºC) 100 g, 5 sec. T 49	225	300	90	140	150	300	300	-	300	-	100	140
Solubility in Trichloroethylene, % T 44	97.0	-	97.0	-	97.0	-	97.0	-	97.0	-	97.0	-
Viscosity, 140ºF, poise 60ºC, Pa-s T 202	-	-	1500	-	-	-	-	-	-	-	1300	-
Float Test, 140ºF, sec. T 50	-	-	1200	-	1200	-	1200	-	1200	-	-	-
Ductility[2], 39.2ºF, 5 cm/min., cm (4ºC, 5 cm/min., mm) T 51	-	-	50 500	-	-	-	-	-	-	-	50 500	-
Elastic Recovery[2], 50ºF,(10ºC), % Tex-539-C	55	-	55	-	-	-	-	-	-	-	-	-
Tests on RTFO Curing of Distillation Residue: Tex-541-C												
Elastic Recovery, 50ºF,(10ºF) % Tex-539-C	-	-	-	-	50	-	50	-	30	-	-	-

[1] Exception to AASHTO T 59: Bring the temperature on the lower thermometer slowly to 350ºF +/- 10ºF. Maintain at this temperature for 20 min. Complete total distillation in 60 +/- 5 min. from the first application of heat.

[2] HFRS-2P must meet one of either the Ductility or Elastic Recovery.

Table 10: Polymer Modified Cationic Emulsified Asphalt Requirements

Type-Grade		Rapid Setting				Slow Setting	
		CRS-1P		CRS-2P		CSS-1P	
Property	Test Method	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol	T 72						
77ºF (25ºC), sec.		-	-	-	-	20	100
122ºF (50ºC), sec.		50	150	150	400	-	-
Sieve Test, %	T 59	-	0.1	-	0.1	-	0.1
Demulsibility, 35 ml of 0.8% sodium dioctyl sulfosuccinate, %	T 59	60	-	70	-	-	-
Storage Stability, 1 day, %	T 59	-	1	-	1	-	1
Breaking Index, g	Tex-542-C	-	80	-	-	-	-
Particle Charge	T 59	positive		positive		positive	
Distillation Test:[1]	T 59						
Residue by Distillation, % by wt.		65	-	65	-	62	-
Oil Distillate, % by volume of emulsion		-	3	-	0.5	-	0.5
Tests on Residue from Distillation:							
Polymer Content, wt. % (solids basis)	Tex-533-C	-	-	3.0	-	3.0	-
Penetration, 77ºF (25ºC), 100 g, 5 sec.	T 49	225	300	90	150	55	90
Viscosity, 140ºF, poise (60ºC, Pa-s)	T 202	-	-	1300	-	-	-
Solubility in Trichloroethylene, %	T 44	97.0	-	97.0	-	97.0	-
Softening Point, ºF	T 53	-	-	-	-	135	-
Ductility, 77ºF, 5 cm/min., cm (25ºC, 5 cm/min., mm)	T 51	-	-	-	-	70 700	-
Ductility[2], 39.2ºF, 5 cm/min., cm (4ºC, 5 cm/min., mm)	T 51	-	-	50	-	-	-
Elastic Recovery[2], 50ºF (10ºC), %	Tex-539-C	45	-	55	-	-	-

[1] Exception to AASHTO T 59: Bring the temperature on the lower thermometer slowly to 350ºF +/- 10ºF. Maintain at this temperature for 20 min. Complete total distillation in 60 +/- 5 min. from the first application of heat.

[2] CRS-2P must meet one of either the Ductility or Elastic Recovery.

Table 11: Specialty Emulsion Requirements

Type-Grade		Medium Setting				Slow Setting	
		AE-P		EAP&T		PCE[1]	
Property	Test Method	Min	Max	Min	Max	Min	Max
Viscosity, Saybolt Furol	T 72						
77ºF (25ºC), sec.		-	-	-	-	10	100
122ºF (50ºC), sec.		15	150	-	-	-	-
Sieve Test, %	T 59	-	0.1	-	0.1	-	0.1
Miscibility[2]	T 59	-		pass		pass	
Demulsibility, 35 ml of 0.10 N $CaCl_2$, %	T 59	-	70	-	-	-	-
Storage Stability, 1 day, %	T 59	-	1	-	1	-	-
Particle Size[3], % by volume < 2.5 □m	Tex-238-F	-	-	90	-	-	-
Asphalt Emulsion Distillation to 500ºF (260ºC) followed by Cutback Asphalt Distillation of Residue to 680ºF (360ºC):	T 59 & T 78						
Residue after both Distillations, % by wt.		40	-	-	-	-	-
Total Oil Distillate from both distillations, % by volume of emulsion		25	40	-	-	-	-
Distillation:	T 59						
Residue by Distillation, % by wt.		-	-	60	-	-	-
Evaporation:[4]	T 59						
Residue by Evaporation, % by wt.		-	-	-	-	60	-
Tests on Residue after all Distillation(s):							
Viscosity, 140ºF, poise (60ºC, Pa-s)	T 202	-	-	800	-	-	-
Kinematic Viscosity, 140ºF, cSt [60°C, mm^2/s]	T 201	-	-	-	-	100	350
Flash Point, C.O.C., ºF [°C]	T 48	-	-	-	-	400 204	-
Solubility in Trichloroethylene, %	T 44	97.5	-	-	-	-	-
Float Test, 122ºF (50ºC), sec.	T 50	50	200	-	-	-	-

[1] Supply with each shipment of PCE:

a) a copy of a lab report from an approved analytical lab, signed by a lab official, indicating the PCE formulation does not meet any characteristics of a Resource Conservation Recovery Act (RCRA) hazardous waste;

b) a certification from the producer that the formulation supplied does not differ from the one tested and that no listed RCRA hazardous wastes or PCB's have been mixed with the product; and

c) a Materials Safety Data Sheet.

[2] Exception to AASHTO T 59: In dilution, use 350 ml of distilled or deionized water and a 1000-ml beaker.

[3] Tex-238-F, beginning at "Particle Size Analysis by Laser Diffraction," "Procedure" (using - medium: distilled or deionized water and dispersant: none), or other approved method.

[4] Exception to AASHTO T 59: Leave sample in the oven until foaming ceases, then cool and weigh.

Table 12: Recycling Agent and Emulsified Recycling Agent Requirements

Property	Test Method	Recycling Agent		Emulsified Recycling Agent	
		Min	Max	Min	Max
Viscosity, Saybolt Furol, 77ºF, sec.	T 72	-	-	15	100
Sieve Test, %	T 59	-	-	-	0.1
Miscibility[1]	T 59	-		No Coagulation	
Evaporation Test:[2]	T 59				
Residue by Evaporation, % by wt.		-	-	60	-
Tests on Recycling Agent or Residue from Evaporation:					
Flash Point, C.O.C., ºF	T 48	400	-	400	-
Kinematic Viscosity,	T 201				
140ºF, cSt		75	200	75	200
275ºF, cSt		-	10.0	-	10.0

[1]Exception to AASHTO T 59: Use 0.02 N $CaCl_2$ solution in place of water.

[2]Exception to AASHTO T 59: Maintain sample at 300ºF until foaming ceases, then cool and weigh.

I. Crack Sealer

This section sets forth the requirements for a polymer modified emulsion suitable for sealing fine cracks, and a rubber asphalt compound suitable for sealing cracks of 1/8 inch [3 mm] or greater width.

1. Polymer Modified Asphalt Emulsion Crack Sealer

For cracks on the order of 1/8 inch [3 mm] width, HFRS-2P polymer modified emulsion as described in the table included in Section F, Polymer Modified Emulsions of this item may be used. Requirements for the polymer modified emulsion and rubber-asphalt crack-sealing compound are presented in Table 13.

Table 13: Polymer Modified Asphalt Emulsion Crack Sealer Requirements

Property	Test Methods	Min	Max
Rotational Viscosity, 77ºF, cP	ASTM D 2196, Method A	10,000	25,000
Sieve Test, %	T 59	-	0.1
Storage Stability, 1 day, %	T 59	-	1
Evaporation	Tex-543-C		
Residue by Evaporation, % by wt.		65	-
Tests on Residue from Evaporation:			
Penetration, 77ºF, 100 g, 5 sec.	T 49	35	75
Softening Point, ºF	T 53	140	-
Ductility, 39.2ºF, 5 cm/min., cm	T 51	100	-

2. Rubber-Asphalt Crack Sealing Compound

This specification item may be a proprietary product. The compound shall be capable of being melted and applied at a temperature of 400°F [200°C] or less by a suitable oil jacketed kettle equipped with a pressure pump, a hose and a nozzle. It shall contain no water or highly-volatile matter. It shall not be tracked by vehicular traffic once it cools to road pavement temperature.

The rubber-asphalt crack sealing compound shall meet requirements in Table 14.

Table 14: Rubber-Asphalt Crack Sealer Requirements

Property	Test Methods	Class A		Class B	
		Min	Max	Min	Max
CRM Content, Grade A or B, % by wt.	Tex-544-C	22	26	-	-
CRM Content, Grade B, % by wt.	Tex-544-C	-	-	13	17
Virgin Rubber Content[1], % by wt.		-	-	2	-
Flash Point[2], COC, ºF	T 48	400	-	400	-
Penetration[3], 77ºF, 150g, 5 sec.	T 49	30	50	30	50
Penetration[3], 32ºF, 200g, 60 sec.	T 49	12	-	12	-
Softening Point, ºF	T 53	-	-	170	-
Bond[4], 3 cycles, 20ºF	Tex-525-C	-		Pass	

1 Provide certification that the min. % virgin-rubber was added.

2 Before passing the test flame over the cup, agitate the sealing compound with a 3/8 to 1/2 in. (9.5 to 12.7 mm) wide, square-end metal spatula in a manner so as to bring the material on the bottom of the cup to the surface, i.e., turn the material over. Start at one side of the thermometer, move around to the other, and then return to the starting point using 8 to 10 rapid circular strokes. Accomplish agitation in 3 to 4 sec. Pass the test flame over the cup immediately after stirring is completed.

3 Exception to AASHTO T 49: Substitute the cone specified in ASTM D 217 for the penetration needle.

4 No crack in the crack sealing materials or break in the bond between the sealer and the mortar blocks over 1/4 in. deep for any specimen after completion of the test.

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

1) Type I - Ground tire rubber.

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

b. Ground Rubber. The ground rubber shall comply with the following gradation requirements when tested by TxDoT Test Method Tex-200-F, Part I.

Table 15: Ground Rubber Gradation Requirements

Sieve Size		Percent Retained	
U.S.	SI	Type I	Type II
No. 8	2.36 mm	0	-
No. 10	2.00 mm	0-5	0
No. 30	600µm	90-100	50-70
No. 50	300µm	95-100	70-95
No. 100	150µm	-	95-100

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

c. Packaging. The rubber-asphalt crack sealing compound shall be packaged in boxes, which contain two (2) 30-35 pound [14-16 kilogram] blocks that are individually packaged in a liner made of polyethylene, or other packaging approved by the Engineer or designated representative.

J. Performance Graded Binders.

Performance graded binders must be smooth, homogeneous, show no separation when tested in accordance with Test Method Tex-540-C, and must meet the requirements in the following table.

Separation testing is not required if:

- a modifier is introduced separately at the mix plant either by injection in the asphalt line or mixer, or
- the binder is blended on site in continuously agitated tanks, or
- binder acceptance is based on field samples taken from an in-line sampling port at the hot mix plant after the addition of modifiers.

Table 16 Performance Graded Binder Requirements

Performance Grade	PG 58			PG 64				PG 70				PG 76				PG 82		
	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28	-34	-16	-22	-28
Average 7-day Max Pavement Design Temperature, °C[1]	58			64				70				76				82		
Min Pavement Design Temperature, °C[1]	>-22	>-28	>-34	>-16	>-22	>-28	>-34	>-16	>-22	>-28	>-34	>-16	>-22	>-28	>-34	>-16	>-22	>-28
ORIGINAL BINDER																		
Flash Point, AASHTO T 48: Min,	230°C																	
Viscosity, AASHTO TP 48:[2, 3] Max, 3.0 Pas, Test Temperature,	135°C																	
Dynamic Shear, AASHTO TP 5:[4] G*/sin (δ), Min, 1.00 kPa Test Temperature @ 10 rad/sec.,	58°C			64°C				70°C				76°C				82°C		
Elastic Recovery, ASTM D 6084, 50°F, % Min	-	-	30	-	-	30	50	-	30	50	60	30	50	60	70	50	60	70
ROLLING THIN FILM OVEN (Tex-541-C)																		
Mass Loss, Max, %	1.0																	
Dynamic Shear, AASHTO TP 5: G*/sin (δ), Min, 2.20 kPa Test Temperature @10 red/sec.,	58°C			64°C				70°C				76°C				82°C		
PRESSURE AGING VESSEL (PAV) RESIDUE (AASHTO PP 1)																		
PAV Aging Temperature	100°C																	
Dynamic Shear, AASHTO TP 5: G*/sin (δ), Max, 5000 kPa Test Temperature10 rad/sec., °C	25	22	19	28	25	22	19	28	25	22	19	28	25	22	19	28	25	22
Creep Stiffness, AASHTO TP 1:[5, 6] S, Max, 300 mPa, M - value, Min, 0.300 Test Temperature @ 60 sec., °C	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18
Direct Tension, AASHTO TP 3:[6] Failure Strain, Min, 1.0% Test Temperature @1.0 mm/min., °C	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18	-24	-6	-12	-18

[1] Pavement temperatures are estimated from air temperatures using an algorithm contained in the PGEXCEL3.xls software program, may be provided by the Department or by following the procedures as outlined in AASHTO MP 2 and PP 28.

[2] This requirement may be waived at the Department's discretion if the supplier warrants that the asphalt binder can be adequately pumped, mixed and compacted at temperatures that meet all applicable safety, environmental, and constructability requirements. At test temperatures where the binder is a Newtonian fluid, any suitable standard means of viscosity measurement may be used, including capillary (AASTHO T 201 or T 202) or rotational viscometry (AASHTO TP 48).

[3] Viscosity at 135ºC is an indicator of mixing and compaction temperatures that can be expected in the lab and field. High values may indicate high mixing and compaction temperatures. Additionally, significant variation can occur from batch to batch. Contractors should be aware that variation could significantly impact their mixing and compaction operations. Contractors are therefore responsible for addressing any constructability issues that may arise.

[4] For quality control of unmodified asphalt binder production, measurement of the viscosity of the original asphalt binder may be substituted for dynamic shear measurements of G*/sin (□) at test temperatures where the asphalt is a Newtonian fluid. Any suitable standard means of viscosity measurement may be used, including capillary (AASHTO T 201 or T 202) or rotational viscometry (AASHTO TP 48).

[5] Silicone beam molds, as described in AASHTO TP 1-93, are acceptable for use.

[6] If creep stiffness is below 300 mPa, direct tension test is not required. If creep stiffness is between 300 and 600 mPa, the direct tension failure strain requirement can be used instead of the creep stiffness requirement. The m-value requirement must be satisfied in both cases.

301S.4 Equipment.

All equipment necessary to transport, store, sample, heat, apply, and incorporate asphalts, oils, and emulsions shall be provided.

301S.5 Construction

Typical materials used for specific applications are identified in table 17. These are typical uses only and circumstances may require use of other material.

Table 17: Typical Material Use

Material Application	Typically Used Materials
Hot-Mixed, Hot-Laid Asphalt Mixtures	PG Binders, Modified PG Binders
Surface Treatment	AC-5, AC-10, AC-5 w/2% SBR, AC-10 w/2% SBR, AC-15P, AC-15-5TR, HFRS-2, MS-2, CRS-2, CRS-2H, HFRS-2P, CRS-2P,
Surface Treatment (Cool Weather)	RS-1P, CRS-1P, RC-250, RC-800, RC-3000, MC-250, MC-800, MC-3000, MC-2400L
Precoating	AC-5, AC-10, PG 64-22, SS-1, SS-1H, CSS-1, CSS-1H
Tack Coat	RC-250, SS-1, SS-1H, CSS-1, CSS-1H, EAP&T
Fog Seal	SS-1, SS-1H, CSS-1, CSS-1H
Hot-Mixed, Cold-Laid Asphalt Mixtures	AC-0.6, AC-1.5, AC-3, AES-300, AES-300P, CMS-2, CMS-2S
Patching Mix	MC-800, SCM I, SCM II, AES-300S
Recycling	AC-3, AES-150P, AES-300P, Recycling Agent, Emulsified Recycling Agent
Crack Sealing	SS-1P, Polymer Mod AE Crack Sealant, Rubber Asphalt Crack Sealers (Class A, Class B)
Prime	MC-30, AE-P, EAP&T, PCE
Curing Membrane	SS-1, SS-1H, CSS-1, CSS-1H, PCE
Erosion Control	SS-1, SS-1H, CSS-1, CSS-1H, PCE

301S.6 Storage, Heating and Application Temperatures

Asphaltic materials should be applied at the temperature, which provides proper and uniform distribution. Within practical limits higher temperatures than necessary to produce the desired results shall be avoided. Satisfactory application usually should be obtained within the recommended ranges shown below.

No material shall be heated above the following maximum temperatures:

Table:18 Recommended Temperature Ranges

	Recommended Range; °F [°C]	Maximum Temperature; °F [°C] for	
Type-Grade	Application/Mixing	Allowable Application	Storage
AC-5, 10,20,30	275-350 [135-177]	375 [191]	400 [204]
AC-5 or AC-10 + 2% SBR	300-375 [142-191]	390* [199]	375 [191]
AC-10 + 3% SBR, AC-45P	300-350 [142-191]	350 [177]	360 [182]
RC-250	125-180 [52-82]	200 [93]	200 [93]
RC-800	170-230 [77-110]	260 [127]	260 [127]
RC-3000	215-275 [102-135]	285 [141]	285 [141]
MC-30, AEP	70-150 [21-66]	175 [79]	175 [79]
MC-70	125-175 [52-79]	200 [93]	200 [93]
MC-250	125-210 [52-99]	240 [116]	240 [116]
MC-800, SCM I, SCM II	175-260 [79-127]	275 [135]	275 [135]
MC-3000 & MC-2400 Latex	225-275 [107-135]	290 [143]	290 [143]
HFRS-2, MS-2, CRS-2, CRS-2H, HFRS-2P, CRS-2P, CMS-2, CMS-2S, AES-300, AES-300S, AES-150P, AES-300P	120 - 160	180	180
SS-1, SS-1h, SS-1P, CSS-1, CSS-1h, PCE, EAP & T, SS-1P, RS-1P, CRS-1P, CSS-1P, recycling agent, emulsified recycling agent, polymer modified AE crack sealant.	50-130 [10-54]	140 [60]	140 [60]
RS-2, RS-2h, MS-2, CRS-2, CRS-2h, CRS-2p, CMS-2, CMS-2S, HFRS-2, HFRS-2p, AES-300	110-160 [43-71]	170 [77]	170 [77]
Special Precoat Material	125-250 [52-121]	275 [135]	275 [135]
PG Binders, Modified PG Binders	275 - 350	350	350
Rubber Asphalt Crack Sealers (Class A, Class B)	350 - 375	400	-
Rubber-Asphalt Crack Sealer	350-375 [177-191]	400 [204]	-

* AC-5 + 2% SBR and AC-10 + 2% SBR, which is designated for surface treatment work, may be heated to a maximum temperature of 390°F [200°C] by the supplier loading through an in-line heater, or with the permission of the Engineer or designated representative, these materials may be heated to maximum of 390°F [200°C] by the Contractor just prior to application. When any of the SBR-modified asphalt cements are used in asphaltic concrete, the storage temperature at the mix plant should not exceed 350°F [177°C].

Attention is called to the fact that asphaltic materials (except emulsions) are very flammable and constitute fire hazards. Proper precautions should be used in all cases, especially with RC cutbacks.

Utmost care shall be taken to prevent open flames from coming in contact with the asphaltic material or the gases of it. The Contractor shall be responsible for any fires or accidents, which may result from heating the asphaltic materials.

301S.7 Measurement and Payment

All asphaltic materials included in this specification will not be paid for directly but shall be included in the unit price bid for the item of construction in which this item is used.

End

Specific CROSS REFERENCE MATERIALS
Specification Item 301S "Asphalts, Oils and Emulsions"

American Association of State Highway and Transportation Officials (AASHTO)

Designation	Description
AASHTO T-44	Solubility Of Bituminous Materials in Organic Solvents
AASHTO T-48	Flash and Fire Points By Cleveland Open Cup
AASHTO T-49	Penetration of Bituminous Materials
AASHTO T-50	Float Test for Bituminous Materials
AASHTO T-51	Ductility of Bituminous Materials
AASHTO T-53	Distillation of Road Tar
AASHTO T-55	Water in Petroleum Products and Bituminous Materials by Distillation
AASHTO T-59	Testing Emulsified Asphalt
AASHTO T-72	Saybolt Viscosity
AASHTO T-78	Distillation of Cut-Back Asphaltic (Bituminous) Products
AASHTO T-79	Flash Point With Tag Open-Cup Apparatus
AASHTO T-201	Kinematic Viscosity of Asphalts
AASHTO T-202	Viscosity of Asphalts by Vacuum Capillary Viscometer
AASHTO TP-1	Creep Stiffness
AASHTO TP-3	Direct Tension
AASHTO TP-5	Dynamic Shear
AASHTO TP-48	Rotational Viscometry

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-200-F	Sieve Analysis of Fine and Coarse Aggregates
Tex-238-F	Laser Diffraction Particle Size Distribution Analyzer
Tex-509-C	Spot Test of Asphaltic Materials
Tex-525-C	Tests for Asphalt and Concrete Joint Sealers
Tex-533-C	Determination of Polymer Additive Percentages in Polymer Modified Asphalt Cements
Tex-539-C	
Tex-540-C	
Tex-541-C	
Tex-542-C	
Tex-543-C	
Tex-544-C	

American Society for Testing and Materials (ASTM)

Designation	Description
D 217	Test Methods for Cone Penetration of Lubricating Grease
D 297	Test Methods for Rubber Products-Chemical Analysis
D 2186 Method A	Test Methods for Deposit-Forming Impurities in Steam
D 6084	Test Method for Elastic Recovery of Bituminous Materials by Ductilometer

RELATED CROSS REFERENCE MATERIALS
Specification Item 301S "Asphalts, Oils and Emulsions"

City of Austin Standard Specifications

Designation	Description
Item No. 206S	Asphalt Stabilized Base

Item No. 210S	Flexible Base
Item No. 302S	Aggregates for Surface Treatments
Item No. 306S	Prime Coat
Item No. 307S	Tack Coat
Item No. 310S	Emulsified Asphalt Treatment
Item No. 311S	Emulsified Asphalt Repaving

RELATED CROSS REFERENCE MATERIALS - Continued
Specification Item 301S "Asphalts, Oils and Emulsions"

City of Austin Standard Specifications

Designation	Description
Item No. 312S	Seal Coat
Item No. 313S	Rubber Asphalt Joint and Crack Sealant
Item No. 315S	Milling Asphaltic Concrete Paving
Item No. 320S	Two Course Surface Treatment
Item No. 340S	Hot Mix Asphaltic Concrete Pavement
Item No. 341S	Paving Fabric
Item No. 350S	Heating, Scarifying and Repaving
Item No. 351S	Recycling Agent

City of Austin Standard Details

Designation	Description
1000S-10	Local Street Sections
1000S-11(1)	Residential and Neighborhood collector Street Sections
1000S-11(2)	Industrial and Collector Street Sections
1000S-12(1)	Primary Collector Street Sections
1000S-12(2)	Primary Arterial Street Sections
1000S-13(1)	Minor Arterial Street Sections (4 Lanes)
1000S-13(2)	Minor Arterial Street Sections- (4 Lanes divided)
1000S-14	Major Arterial Street

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

Designation	Description
Item 300	Asphalts, Oils and Emulsions
Item 301	Asphalt Antistripping Agents
Item 310	Prime Coat (Cutback Asphaltic Materials)
Item 314	Emulsified Asphalt Treatment
Item 316	Surface Treatments
Item 345	Asphalt Stabilized Base (Plant Mixed)
Item 354	Planing and/or Texturing Pavement
Item 520	Weighing and Measuring Equipment

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-126-E	Molding, Testing and Evaluation of Bituminous Black Base Materials
Tex-207-F	Determination of Density of Compacted Bituminous Mixtures
Tex-211-F	Recovery of Asphalt From Bituminous Mixtures By Abson
Tex-215-	Determination of Asphalt Content of Rock Asphalt Process by Hot Solvent Method
Tex-217-F	Determination of Deleterious Material and Decantation Test For Coarse Aggregates
Tex-224-F	Determination of Flakiness
Tex-400-A	Method of Sampling Stone, Gravel, Sand and Mineral Aggregates
Tex-410-A	Abrasion of Coarse Aggregate Using the Los Angeles Machine
Tex-411-A	Soundness of Aggregate by Use of Sodium Sulfate or Magnesium Sulfate
Tex-438-A	Accelerated Polish Test for Aggregate
Tex-460-A	Determination of Crushed Face Particle

Tex-501-C	Test for Water in Petroleum Products and Other Bituminous Materials
Tex-502-C	Test for Penetration of Bituminous Material
Tex-503-C	Test for Ductility of Bituminous Materials
Tex-504-C	Test for Flash and Fire Points of Petroleum Materials by Cleveland Open Cup

RELATED CROSS REFERENCE MATERIALS - Continued

Specification Item 301S "Asphalts, Oils and Emulsions"

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-505-C	Test for Softening Point of Bituminous Materials by Ring-and-Ball Method
Tex-506-C	Test for Loss on Heating of Oils and Asphaltic Compounds
Tex-507-C	Proportion of Bitumen Soluble in Trichloroethylene
Tex-510-C	Determining the Effect of Heat and Air on Asphaltic Materials when Exposed in Thin Films
Tex-512-C	Test for Flash Points of Volative Flammable Materials By Tag Open-Cup Apparatus
Tex-513-C	Test for Saybolt Viscosity
Tex-515-C	Distillation of Cut-Back Asphalt Products
Tex-519-C	Float Test for Bituminous Materials
Tex-520-C	Test for Residue of Specified Penetration
Tex-521-C	Testing Emulsified Asphalts
Tex-528-C	Test for Absolute Viscosity of Asphalt Cements
Tex-529-C	Test for Kinematic Viscosity of Asphalts

Item No. 315S
Milling Asphaltic Concrete Pavement and Non-Portland Cement Concrete Bases

315S.1 Description

This item shall govern for the planing or the planing and texturing of existing asphaltic concrete pavement, asphalt stabilized and other non Portland cement Concrete base to depths indicated at the locations shown on the Drawings or as directed by the Engineer or designated representative. The item shall also include removal, and disposal or salvage/stockpiling the milled materials at the locations designated by the Engineer or designated representative.

When shown on the Drawings, the salvaged asphaltic concrete pavement and/or stabilized base, including any accompanying surface treatment, plant mix seal and micro-surfacing, may be allowed or required for use in other construction items of this project

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

315S.2 Submittals

The submittal requirements of this specification item include:

A. Characteristics (i.e. manufacturer, power, stability, speed, etc.) and capabilities (depth of cut, dust control, etc.) of the proposed milling equipment.

B. Proposed plan for grade reference, control point spacing and support system.

C. Proposed dust control plans including proposed equipment (type street sweeper, loader, water trucks, sprayers, etc.).

315S.3 Equipment

The equipment for removing the pavement surface shall be a power operated planing machine or grinder with a minimum 2 feet (1.8 meter) cutting width. For detail work and cutting widths less than 2 feet (1.8 meter), equipment with less than 2 feet (1.8 meter) cutting width shall be allowed. The equipment shall be self-propelled with sufficient power, traction and stability to maintain accurate depth of cut and slope. The equipment shall be capable of removing in one pass, asphaltic concrete pavement of a thickness of 1 inch and any required thickness less than 1 inch (25 millimeters) in a minimum 3 foot (0.9 meters) width. Machines capable of removing, in one pass, a depth greater than 1 inch (25 millimeters) will be permitted.

The grade reference used by the Contractor may be of any type approved by the Engineer or designated representative. Control points, if required by the Drawings, shall be set at intervals not to exceed 50 feet (15 meters). The Contractor shall set the grade reference from the control points. The grade reference shall have sufficient support so that the maximum deflection shall not exceed two millimeters (1/16 inch) between supports.

The machine shall have a manual system providing for uniformly varying the depth of cut while the machine is in motion, thereby making it possible to cut flush to all inlets, manholes, or other obstructions within the paved area. The speed of the machine shall be variable in order to leave the desired grid pattern as specified in sections 315S.4 and 315S.5.

The machine shall be equipped with an integral loading and reclaiming means to immediately remove material being cut from the surface of the roadway and discharge the cuttings into a truck, all in one operation. The machine shall be equipped with means to control dust created by the cutting action. Adequate backup equipment (mechanical street sweepers, loaders, water truck, sprayers, brooms etc.) and personnel will also be provided to keep flying dust to a minimum and to insure that all cuttings are removed from the street surface daily. Stockpiling of planed material will not be permitted on the project site.

Various machines may be permitted to make trial runs to demonstrate the capabilities of that machine and to determine the acceptability of that machine to the Engineer or designated representative. Any machine that is incapable, in the opinion of the Engineer or designated representative, of meeting these requirements will not be permitted.

315S.4 Construction Methods

A. General.

The pavement surface shall be removed for the length, depth and width and to the typical section shown on the Drawings, and to the lines and grades established by the Engineer or designated representative. The planed surface shall provide a satisfactory riding surface free from gouges, continuous longitudinal grooves, ridges, oil film and other imperfections and shall have a uniform textured appearance.

When an existing asphaltic concrete pavement overlay is to be removed from an underlying Portland cement concrete pavement, all of the asphaltic concrete pavement shall be removed, leaving a uniform surface of Portland cement concrete, unless otherwise directed by the Engineer or designated representative.

B. Surface Milling.

Surface milling shall be taken to a minimum depth of 2 inches (50 mm) or deeper as may be dictated by delamination of asphalt layers during the milling operation, to a depth of 1 inch (25 millimeters) below the lip gutter transitioning to the existing surface in 3 feet (0.9 meter) or as indicated on the Drawings for resurfacing operations. The pavement surface shall be removed to the appropriate milling depths around all castings within the area to be milled. When milling is used for leveling without the addition of asphalt, the milled surface shall be free of ridges deeper than 3/16 inch (5 millimeters).

Pavement, which is adjacent to steep curbs, inlets, manholes or other obstructions and that is not removed by the planing machine, shall be removed by other methods, acceptable to the Engineer or designated representative.

The pavement and curb surfaces shall be swept with a street sweeper or other sweeping equipment approved by the Engineer or designated representative to remove all debris leaving a clean and presentable condition.

C. Edge Milling.

Edge milling at the gutter lip shall be taken to a minimum depth of 1/4 inch (6 mm) less than the overlay thickness and shall transition to the existing surface in a minimum of 6 feet (1.8 meters).

D. Spot Milling.

Milling for spot repairs shall be completed in successive passes to the depth specified. Ramping for spot repairs shall be minimized. "Transition milling required at the beginning and ending of the overlay shall be taken to a minimum depth of the overlay thickness and transition to the existing surface for the length specified in the plans.

E. Miscellaneous.

Unless otherwise specified, the milling material shall remain the property of the Contractor. Temporary stockpiling shall not be permitted on site. Temporary pavement markings shall conform to Item No. 864S, "Abbreviated Pavement Markings".

315S.5 Surface Texture (Temporary Traffic Only)

In those areas where traffic will temporarily be permitted, the texture produced shall be a grid pattern or any other pattern with discontinuous longitudinal striations that will provide, in the opinion of the Engineer, a satisfactory riding surface.

When the planed pavement will not be overlaid, the minimum texture depth resulting from the number of measurements directed by the Engineer shall not be less than 3/64 inch (1.25 millimeters), unless specified otherwise on the Drawings. When these texture requirements are not met, the Contractor shall cease operations until the Engineer is satisfied that changes in the texturing procedures will produce an acceptable texture.

The Contractor shall take care to prevent damage to armor joints, sealed expansion joints and/or other appurtenances.

The surface of the pavement, after planing, shall have a smooth riding quality and shall be true to the established line, grade and cross section.

315S.6 Measurement

Work prescribed by this item will be measured by the square yard (square meter: 1 square meter equals 1.196 square yards) of surface area for actual quantities based on the neat dimensions indicated for surface and transition milling, spot repairs and edge milling to the specified width. Ramping for spot repairs shall not be measured for payment. Surface milling for spot repairs shall be included in the unit price bid for the spot milling area measured.

Measurement will be made only one time regardless of the number of passes required by the machine to secure the depth desired.

315S.7 Payment

The work performed in accordance with this item and measured as provided under "Measurement", will be paid for at the unit bid price per square yard for "Milling Asphaltic Concrete Paving and Non-Portland Cement Bases". The price shall include full compensation for removal of all materials to the depth shown; minimizing the dust escaping to the atmosphere; loading, hauling, unloading and satisfactorily storing or disposing of the material; and for all labor, tools, equipment, manipulation, temporary pavement markings and incidentals to complete the work, including mobilization of the milling machine.

No payment will be made for work done by any machine on a trial run to demonstrate its ability to meet this specification unless the work performed is acceptable under this specification.

Payment will be made under the following:

Pay Item No. 315S-A:	Surface Milling	Per Square Yard.
Pay Item No. 315S-B:	Profile Milling	Per Square Yard.
Pay Item No. 315S-C:	Transition Milling	Per Square Yard.
Pay Item No. 315S-D:	Edge Milling	Per Square Yard.
Pay Item No. 315S-E:	Spot Milling	Per Square Yard.

End

SPECIFIC CROSS REFERENCE MATERIALS
Specification Item 315S "Milling Asphaltic Concrete"

City of Austin Standard Specifications

Designation	Description
Item No. 642S	Silt Fence (SF)
Item No. 864S	Abbreviated Pavement Markings

RELATED CROSS REFERENCE MATERIALS

City of Austin Standard Specifications

Designation	Description
Item No. 206S	Asphalt Stabilized Base
Item No. 210S	Flexible Base
Item No. 301S	Asphalts, Oils and Emulsions
Item No. 306S	Prime Coat
Item No. 307S	Tack Coat
Item No. 310S	Emulsified Asphalt Treatment
Item No. 311S	Emulsified Asphalt Repaving
Item No. 312S	Seal Coat
Item No. 320S	Two Course Surface Treatment
Item No. 340S	Hot Mix Asphaltic Concrete Pavement
Item No. 341S	Paving Fabric
Item No. 350S	Heating, Scarifying and Repaving

Item No. 351S Recycling Agent

RELATED CROSS REFERENCE MATERIALS (Continued)
Specification Item 315S "Milling Asphaltic Concrete"

City of Austin Standard Details

Designation	Description
1000S-10	Local Street Sections
1000S-11(1)	Residential and Neighborhood collector Street Sections
1000S-11(2)	Industrial and Collector Street Sections
1000S-12(1)	Primary Collector Street Sections
1000S-12(2)	Primary Arterial Street Sections
1000S-13(1)	Minor Arterial Street Sections (4 Lanes)
1000S-13(2)	Minor Arterial Street Sections- (4 Lanes divided)
1000S-14	Major Arterial Street

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

Designation	Description
Item 300	Asphalts, Oils and Emulsions
Item 301	Asphalt Antistripping Agents
Item 310	Prime Coat (Cutback Asphaltic Materials)
Item 314	Emulsified Asphalt Treatment
Item 345	Asphalt Stabilized Base (Plant Mixed)
Item 354	Planing and/or Texturing Pavement

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 (%) Min.	Max.	Stability
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^{o}F (28^{o}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^{o}F (80^{o}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^{o}F (80^{o}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 ravels, 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	
Daily Average	1-1/2" (38 mm) Thickness or Greater	Less than 1-1/2" (38 mm) Thickness
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, Type ____,	Per Ton.
Pay Item No. 340S-B:	Hot Mix Asphaltic Concrete Pavement, ___Inches, Type ____,	Per Square Yard.
Pay Item No. 340S-C:	Hot Mix Asphaltic Concrete Pavement, ___Inches, Type ____,	Per Lineal Foot.
Pay Item No. 340S-PQ:	Hot Mix Asphaltic Concrete Pavement, ___Inches, Type ____, Plan Quantity,	Per Ton
Pay Item No. 340S-L:	Hot Mix Asphaltic Concrete Pavement, ___In., Type ____, Level-up Course,	Lump Sum.
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

Designation	Description
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

Designation	Description
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

Designation	Description
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

Designation	Description
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

Designation	Description
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

Item No. 406S
Reinforcing Steel

406S.1 Description

This item shall govern furnishing and placement of reinforcing steel, deformed and smooth, of the size and quantity indicated on the drawings and in accordance with these specifications.

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.

406S.2 Submittals

The submittal requirements of this specification item may include:

A. Evidence that the steel reinforcement producer is included on the TxDoT list of approved producing mills

B. Listing of the size, grade, type and quantity of reinforcing steel proposed for the project.

C. If welding of reinforcing steel is proposed, evidence that carbon equivalent (C.E.) of the proposed steel is at least 0.55% with a report of chemical analysis showing the percentages of elements necessary to establish C.E.

D. If epoxy coated steel is proposed, evidence that the steel reinforcement producer is included on the TxDoT list of approved epoxy coating applicators

E. If epoxy coated steel is proposed, written certification that the epoxy-coated reinforcing steel meets the requirements of this Item with a copy of the manufacturer's control tests.

F. When mechanical splices are proposed, the types of couplers proposed for use.

406S.3 Materials

A. Approved Mills

Prior to furnishing reinforcing steel, the producing mills must be included on the list of approved producing mills that is maintained by the Construction Division of the State of Texas Department of Transportation

B. Deformed Bars and Wire Reinforcement

Unless indicated otherwise on the drawings, Bar reinforcement shall be Grade 60 and deformed. Reinforcing steel must conform to one of the following:

ASTM A615/ 615M, Grades 40 or 60 (300 or 420)

ASTM A996/ 996M, Type A, Grades 40 or 60 (300 or 420)

ASTM A996/996M, Type R, Grade 60 (420), permitted in concrete pavement only (furnished as straight bars only without bends. Bend tests are not required)

ASTM A706/706M

In cases where the provisions of this item are in conflict with the provisions of the ASTM Designation to which reference is made, the provisions of this item shall govern.

The nominal size, area and weight (mass) of reinforcing steel bars covered by these specifications are as follows:

Bar Size Number 1/8th ins (mm)	Nominal Diameter, inches (mm)	Nominal Area, Sq. ins. (mm2)	Weight/Linear Foot Lbs. (kg)
2 (6)	0.250 (6.6)	0.05 (32)	0.167 (.075)
3 (10)	0.375 (9.5)	0.11 (71)	0.376 (.171)
4 (13)	0.500 (12.5)	0.20 (127)	0.668 (.303)
5 (16)	0.625 (15.5)	0.31 (198)	1.043 (.473)
6 (19)	0.750 (19.0)	0.44 (285)	1.502 (.681)
7 (22)	0.875 (22.0)	0.60 (388)	2.044 (.927)
8 (25)	1.000 (25.5)	0.79 (507)	2.670 (2.211)
9 (29)	1.128 (28.5)	1.00 (641)	3.400 (1.542)
10 (32)	1.270 (32.0)	1.27 (792)	4.303 (1.952)
11 (36)	1.410 (36.0)	1.56 (958)	5.313 (2.410)
14 (43)	1.693 (43.0)	2.25 (1552)	7.65 (3.470)

18 (57)	2.257 (57.5)	4.00 (2565)	13.60 (6.169)

Smooth, round bars shall be designated by size number through a No. 4. Smooth bars above No. 4 shall be designated by diameter in inches.

C. Smooth Bar and Spiral Reinforcement

Smooth bars and dowels for concrete pavement must have a minimum yield strength of 60 ksi (414 MPa) and meet ASTM A615/615M. Smooth bars that are greater in diameter than a No. 3 (10 mm) designation shall conform to ASTM A615 or meet the physical requirements of ASTM A36.

Spiral reinforcement shall be either smooth or deformed bars or wire of the minimum size or gauge indicated on the drawings. Bars for spiral reinforcement shall comply with ASTM A615 Grade 40(300), ASTM A996, Type A, Grade 40 (300); or ASTM A675, Grade 80(550), meeting dimensional requirements of ASTM A615. Smooth wire shall comply with ASTM A82, and deformed wire shall comply with ASTM A496.

D. Weldable Reinforcing Steel

Reinforcing steel to be welded must comply with ASTM A706 or have a carbon equivalent (C.E.) of at most 0.55%. A report of chemical analysis showing the percentages of elements necessary to establish C.E. is required for reinforcing steel that does not meet ASTM A706 to be structurally welded. No tack welding will be allowed. All welding shall conform to the requirements of AWS D1.1/D1.1M.

The requirements above do not apply to the following miscellaneous welding applications:

Splicing reinforcing steel to extend bars in the bottom of a drilled shaft;

Attaching chairs to the reinforcing steel cage of a drilled shaft;

Armor joints and their supports;

Screed rail and form hanger supports where permitted on steel units;

Reinforcing steel to R-bars for lateral stability between prestressed beams, spirals, or bands of reinforcing bars in drilled shaft cages;

Permanent bridge deck forms;

Steel added in railing when slip-form construction is used; and

Other similar miscellaneous members that have no load carrying capacity in the completed structure.

E. Welded Wire Fabric

Wire shall conform to the requirements of the Standard Specifications for Cold-Drawn Steel Wire for Concrete Reinforcement, ASTM A 82 or A 496. Wire fabric, when used as reinforcement, shall conform to ASTM A 185 or A 497.

When wire is ordered by size numbers, the following relation between size number, diameter in inches and area shall apply unless otherwise indicated on the drawings:

Size, W Number 1/100 in^2 (mm2)	Nominal Diameter inch (mm)	Nominal Area, sq. inches (mm^2)
31 (200)	0.628 (16.0)	0.310 (200)
30 (194)	0.618 (15.7)	0.300 (194)
28 (181)	0.597 (15.2)	0.280 (181)
26 (168)	0.575 (14.6)	0.260 (168)
24 (155)	0.553 (14.0)	0.240 (155)
22 (142)	0.529 (13.4)	0.220 (142)
20 (129)	0.505 (12.8)	0.200 (129)
18 (116)	0.479 (12.2)	0.180 (116)
16 (103)	0.451 (11.5)	0.160 (103)
14 (90)	0.422 (10.7)	0.140 (90)
12 (77)	0.391 (9.9)	0.120 (77)
10 (65)	0.357 (9.1)	0.100 (65)
8 (52)	0.319 (8.1)	0.080 (52)
7 (45)	0.299 (7.6)	0.070 (45)
6 (39)	0.276 (7.0)	0.060 (39)
5.5 (35)	0.265 (6.7)	0.055 (35)
5 (32)	0.252 (6.4)	0.050 (32)
4.5 (29)	0.239 (6.1)	0.045 (29)

4 (26)	0.226 (5.7)	0.040 (26)
3.5 (23)	0.211 (5.4)	0.035 (23)
3 (19)	0.195 (5.0)	0.030 (19)
2.5 (16)	0.178 (4.5)	0.025 (16)
2 (13)	0.160 (4.1)	0.020 (13)
1.5 (9)	0.138 (3.5)	0.015 (9.7)
1.2 (8)	0.124 (3.1)	0.012 (7.7)
1 (6)	0.113 (2.9)	0.010 (6.5)
0.5 (3)	0.080 (2.0)	0.005 (3.2)

Where deformed wire is required, the size number shall be preceded by D and for smooth wire the prefix W shall be shown.

Welded wire fabric shall be designated as follows: 6 x 12 – W16 x W8, which indicates a 6 in. (150 mm) longitudinal wire spacing and 12-in (300 mm) transverse wire spacing with smooth No. 16 (103) wire longitudinally and smooth no. 8 (52) wire transversely.

F. Epoxy Coating

Epoxy coating shall be required as indicated on the drawings. Prior to furnishing epoxy-coated reinforcing steel, the epoxy applicator must be included on the list of approved applicators that is maintained by the Construction Division of the State of Texas Department of Transportation.

The reinforcing steel shall be epoxy coated in accordance with the following.

Epoxy Coating Requirements for Reinforcing Steel

Material	Specification
Bar	ASTM A775 or A934
Wire or Fabric	ASTM A884 Class A or B
Mechanical Coupler	As indicated on the drawings

Hardware	As indicated on the drawings

The epoxy coating material and coating repair material shall comply with TxDoT's DMS-8130, "Epoxy Powder Coating for Reinforcing Steel". The applicator shall not patch more than ¼ inch total length in any foot (20 mm total length in any meter) at the applicator's plant.

The epoxy-coated reinforcing steel shall be sampled and tested in accordance with TxDoT Test Method Tex-739-I, "Sampling and Testing Epoxy Coated Reinforcing Steel".

The identification of all reinforcing steel shall be maintained throughout the epoxy coating and fabrication and until delivery to the project site.

Written certification that the epoxy-coated reinforcing steel meets the requirements of this Item shall be provided along with a copy of the manufacturer's control tests.

G. Mechanical Couplers

When mechanical splices in reinforcing steel bars are indicated on the drawings, the following types of couplers may be used:

Sleeve-filler

Sleeve-threaded

Sleeve-swaged, or

Sleeve-wedge.

H. Chairs and Supports

Chairs and Supports shall be steel, precast mortar or concrete blocks cast in molds meeting the approval of the Engineer or designated representative of sufficient strength to position the reinforcement as indicated on the drawings when supporting the dead load of the reinforcement, the weight of the workers placing concrete and the weight of the concrete bearing on the steel. Chairs shall be plastic coated when indicated on the drawings.

Chair Types and Applicable Uses	
Structural or Architectural Elements (columns, beams, walls, slabs) exposed to weather, not subjected to sand blasting, water blasting or grinding.	Galvanized steel or steel chairs with plastic coated feet.

Structural or Architectural Elements exposed to weather and subject to sand blasting, water blasting or grinding.	Stainless steel chairs.
Structural or Architectural Elements not exposed to weather or corrosive conditions.	Uncoated steel chairs
Slabs and grade beams cast on grade.	Steel chairs with a base with 9 inch^2 (58 cm^2) minimum area or sufficient area to prevent the chair from sinking into fill or subgrade. Precast mortar or concrete blocks meeting the requirements of this item may be used.

406S.4 Bending

The reinforcement shall be bent cold, true to the shapes indicated on the drawings. Bending shall preferably be done in the shop. Irregularities in bending shall be cause for rejection. Improperly fabricated, damaged or broken bars shall be replaced at no additional expense to the City. Damaged or broken bars embedded in a previous concrete placement shall be repaired using a method approved by the Engineer or designated representative.

Unless otherwise indicated on the drawings, the inside diameter of bar bends, in terms of the nominal bar diameter (d), shall be as follows:

Bends of 90 degrees and greater in stirrups, ties and other secondary bars that enclose another bar in the bend.

Bar Number in 1/8th inches (mm)	Diameter
3, 4, 5 (10, 13, 16)	4d
6, 7, 8	6d

All bends in main bars and in secondary bars not covered above.

Bar Number in 1/8th inches (mm)	Diameter
3 thru 8 (10 thru 25)	6d
9, 10, 11 (29, 32, 36)	8d
14, 18 (43, 57)	10d

406S.5 Tolerances

Fabricating tolerances for bars shall not be greater than shown on Standard (Detail) 406S-1.

406S.6 Storing

Steel reinforcement shall be stored above the surface of the ground upon platforms, skids or other supports and shall be protected as far as practicable from mechanical injury and surface deterioration caused by exposure to conditions producing rust. When placed in the work, reinforcement shall be free from dirt, paint, grease, oil or other foreign materials. Reinforcement shall be free from injurious defects such as cracks and laminations. Rust, surface seams, surface irregularities or mill scale will not be cause for rejection, provided the minimum dimensions, cross sectional area and tensile properties of a hand wire brushed specimen meets the physical requirements for the size and grade of steel indicated on the drawings.

406S.7 Splices

Splicing of bars, except when indicated on the drawings or specified herein, will not be permitted without written approval of the Engineer or designated representative. No substitution of bars will be allowed without the approval of the Engineer or designated representative. Any splicing of substituted bars shall conform to the requirements in the Table below.

Splices not indicated on the drawings will be permitted in slabs not more than 15 inches (380 mm) in thickness, columns, walls and parapets.

Splices will not be permitted in bars 30 feet (9.1 meters) or less in plan length unless otherwise approved. For bars exceeding 30 feet (9.1 meters) in plan length, the distance center to center of splices shall not be less than 30 feet (9.1 meters) minus 1 splice length, with no more than 1 individual bar length less than 10 feet (3 meters). Splices not indicated on the drawings, but permitted hereby, shall conform to the Table

below. The specified concrete cover shall be maintained at such splices and the bars placed in contact and securely tied together.

Minimum Lap Requirements		
Bar Number in 1/8th inches (mm)	Uncoated Lap Length	Coated Lap Length
3 (10)	1 foot 4 inches (0.4 meters)	2 foot 0 inches (0.610 meters)
4 (13)	1 foot 9 inches (0.533 meters)	2 foot 8 inches (0.813 meters)
5 (16)	2 foot 2 inches (0.660 meters)	3 feet 3 inches (0.991meters)
6 (19)	2 foot 7 inches (0.787 meters)	3 feet 11 inches (1.194 meters)
7 (22)	3 feet 5 inches (1.041 meters)	5 feet 2 inches (1.575 meters)
No. 8 (25)	4 feet 6 inches (1.372 meters)	6 feet 9 inches (2.057 meters)
No. 9 (29)	5 feet 8 inches (1.727 meters)	8 feet 6 inches (2.591 meters)
No. 10 (32)	7 feet 3 inches (2.210 meters)	10 feet 11 inches (3.327 meters)
No. 11 (36)	8 feet 11 inches (2.718 meters)	13 feet 5 inches (4.089 meters)

Spiral steel shall be lapped a minimum of 1 turn. Bar No. 14 and No. 18 may not be lapped.

Welded wire fabric shall be spliced using a lap length that includes an overlap of at least 2 cross wires plus 2 inches (50 mm) on each sheet or roll.

Splices using bars that develop equivalent strength and are lapped in accordance with the table above are permitted.

Welding of reinforcing bars may be used only where indicated on the drawings or as permitted herein. All welding operations, processes, equipment, materials, quality of work and inspection shall conform to the requirements indicated on the drawings. All

splices shall be of such dimension and character as to develop the full strength of the bar being spliced.

End preparation for butt-welding reinforcing bars shall be done in the field, except Bar No. 6 and larger shall be done in the shop. Delivered bars shall be of sufficient length to permit this practice.

For box culvert extensions with less than 1 foot (0.3 meters) of fill, the existing longitudinal bars shall have a lap with the new bars as shown in the table above. For box culvert extensions with more than 1 foot (0.3 meters) of fill, a minimum lap of 12 inches (300 mm) will be required.

Unless otherwise indicated on the drawings, dowel bars transferring tensile stresses shall have a minimum embedment equal to the minimum lap requirements shown in the table above. Shear transfer dowels shall have a minimum embedment of 12 inches (300 mm).

406S.8 Placement

Reinforcement shall be placed as near as possible in the position indicated on the drawings. Unless otherwise indicated on the drawings, dimensions shown for reinforcement are to the centers of the bars. In the plane of the steel parallel to the nearest surface of concrete, bars shall not vary from plan placement by more than 1/12 of the spacing between bars. In the plane of the steel perpendicular to the nearest surface of concrete, bars shall not vary from plan placement by more than 1/4 inch (6 mm). Cover of concrete to the nearest surface of steel shall be as follows:

	Minimum Cover, Inches (mm)
(a) Concrete cast against and permanently exposed to earth	3 (76 mm)
(b) Concrete exposed to earth or weather:	
Bar No. 6 (19) through No. 18 bars (57)	2 (51 mm)
Bar No. 5 (16), W31 (W200) or D31 (D200) wire and smaller	1 ½ (38 mm)
(c) Concrete not exposed to weather or in contact with ground:	

Slabs, walls, joists:	
Bar No. 14 (43) and 18 (57)	1 ½ (38mm)
Bar No. 11 (36) and smaller	1 (25 mm)
Beams, columns:	
Primary reinforcement, ties, stirrups, spirals	1 ½ (38 mm)
Shells, folded plate members:	
Bar No. 6 (19) and larger	1 (25 mm)
Bar No. 5 (16), W31 (W200) or D31 (D200) wire, and smaller	1 (25 mm)

Vertical stirrups shall always pass around the main tension members and be attached securely thereto.

The reinforcing steel shall be located accurately in the forms and held firmly in place before and during concrete placement by means of bar supports that are adequate in strength and number to prevent displacement and to keep the steel at the required distance from the form surface. Bars shall be supported by means of approved galvanized metal spacers, metal spacers with plastic coated tips, stainless steel spacers, plastic spacers or approved precast mortar or concrete blocks when supports are in contact with removable or stay-in-place forms. Bright basic bar supports shall be used to support reinforcing steel placed in slab overlays on concrete panels or on existing concrete slabs. Bar supports in contact with soil or subgrade shall be approved.

For bar supports with plastic tips, the plastic protection must be at least 3/32 in. (2.4 mm) thick and extend upward on the wire to a point at least ½ in. (12.5 mm) above the formwork.

For approval of plastic spacers on a project, representative samples of the plastic shall show no visible indications of deterioration after immersion in a 5 percent solution of sodium hydroxide for 120 hours.

All accessories such as tie wires, bar chairs, supports, or clips used with epoxy-coated reinforcement shall be of steel, fully coated with epoxy or plastic. When approved by the Engineer or designated representative, plastic supports may also be used with epoxy-coated reinforcement.

All reinforcing steel shall be tied at all intersections, except that where spacing is less than 1 foot (300 mm) in each direction, alternate intersections only need be tied. For reinforcing steel cages for other structural members, the steel shall be tied at enough intersections to provide a rigid cage of steel. Mats of wire fabric shall overlap each other 1 full space as a minimum to maintain a uniform strength and shall be tied at the ends and edges.

Where prefabricated deformed wire mats are specified or if the Contractor requests, welded wire fabric may be substituted for a comparable area of steel reinforcing bar plan, subject to the approval of the Engineer or designated representative.

Mortar or concrete blocks shall be cast to uniform dimensions with adequate bearing area. A suitable tie wire shall be provided in each block, to be used for anchoring to the steel. Except in unusual cases and when specifically authorized by the Engineer, the size of the surface to be placed adjacent to the forms shall not exceed 2 1/2 inches (63.5 mm) square or the equivalent thereof in cases where circular or rectangular areas are provided. Blocks shall be cast accurately to the thickness required and the surface to be placed adjacent to the forms shall be a true plane, free of surface imperfections. The blocks shall be cured by covering them with wet burlap or mats for a period of 72 hours. Mortar for blocks should contain approximately 1 part hydraulic cement to three parts sand. Concrete for blocks should contain 850 pounds of hydraulic cement per cubic yard (500 kilograms per cubic meter) of concrete

Individual bar supports shall be placed in rows at 4-ft (1.22 meters) maximum spacing in each direction. Continuous type bar supports shall be placed at 4-ft (1.22 meters) maximum spacing. Continuous bar supports shall be used with permanent metal deck forms.

The exposure of the ends of longitudinals, stirrups and spacers used to position the reinforcement in concrete pipe and in precast box culverts or storm drains is not a cause for rejection.

Reinforcing steel for bridge slabs, top slabs of direct traffic culverts, and top slabs of prestressed box beams at all intersections, except tie only alternate intersections where spacing is less than 1 ft. (300 mm) in each direction.

For steel reinforcing cages for other structural members, reinforcement shall be supported and tied in such a manner that a sufficiently rigid cage of steel is provided. Fasten mats of wire fabric securely at the ends and edges. If the cage is not adequately supported to resist settlement or floating upward of the steel, overturning of truss bars or movement in any direction during concrete placement, permission to continue concrete placement will be withheld until corrective measures are taken. Sufficient measurements shall be made during concrete placement to insure compliance with the above.

No concrete shall be deposited until the Engineer or designated representative has reviewed the placement of the reinforcing steel and all mortar, mud, dirt, etc, shall be cleaned from the reinforcement, forms, workers' boots and tools. Do not place concrete until authorized by the Engineer or designated representative

406S.9 Handling, Placement and Repair of Epoxy-coated Reinforcement Steel

A. Handling

Systems for handling coated-reinforcement with padded contact areas shall be provided. Handling bands shall be padded to prevent damage to the coating. Bundles of coated reinforcement shall be lifted with a strongback, spreader bar, multiple supports or a platform bridge. The bundled reinforcement shall be carefully transported and stored on protective cribbing. The coated reinforcement should not be dropped or drug during handling.

B. Construction Methods

Coated reinforcement shall not be flame-cut but shall be sawn or shear-cut only when approved. Cut ends shall be coated as specified in Section C, “Repair of Coating”.

Coated reinforcement steel shall not be welded or mechanically coupled except where specifically indicated on the drawings. When welding or coupling is indicated on the drawing, the epoxy coating shall be removed at least 6 in. (150 mm) beyond the weld limits before welding and 2 in. (50 mm) beyond the limits of the mechanical coupler before assembly. After the welding or coupling operation is completed the steel shall be cleaned of oil, grease, moisture, dirt, welding contamination (slag or acid residue) and rust to a near-white finish. The existing epoxy coating shall be examined for damage and any damaged or loose epoxy shall be removed to expose sound epoxy coating.

After cleaning the coated-steel, the splice area shall be coated with epoxy repair material to a thickness of 7 to 17 mils (0.18 to 0.43 mm) after curing. A second application of the repair material shall be applied to the bar and coupler interface to ensure complete sealing of the joint.

C. Repair of Coating

The material used for coating repair shall comply with the requirements of this Item and ASTM D3963/D3963M, “Specification for Fabrication and Jobsite Handling of Epoxy-coated Reinforcing Steel Bars”. Repairs shall be made in accordance with procedures recommended by the manufacturer of the epoxy coating powder. For areas to be patched, a minimum coating thickness as required for the original coating shall be applied. All visible damage to the coating shall be repaired.

Sawed and sheared ends, cuts, breaks and other damage shall be promptly repaired before additional oxidation occurs. The areas to be repaired shall be cleaned to ensure that they free from surface contaminants. Repairs shall be made in the shop or in the field as required.

406S.10 Measurement

The measurement of quantities of reinforcement furnished and placed will be based on the calculated weight of the steel actually placed as indicated on the drawings, with no allowance made for added bar lengths for splices requested by the Contractor nor for

extra steel used when bars larger than those indicated on the drawings are used or for a higher grade of steel that is substituted with the permission of the Engineer or designated representative. Tie wires and supporting devices will not be included in the calculated weights. The calculated weight of bar reinforcement will be determined using the theoretical bar weight set forth in this item.

Measurement required by a change in design will be computed as described above for the actual steel required to complete the work.

406S.11 Payment

Reinforcing steel will generally not be paid for directly, but shall be included in the unit price bid for the items of construction in which the reinforcing steel is used.

When specified in the contract bid form as a separate pay item, this item shall be paid for at the contract unit price bid per pound of "Reinforcing Steel". The unit bid price shall include full compensation for all work specified herein including furnishing, bending, fabricating, welding and placing reinforcement, for all clips, blocks, metal spacers, ties, chairs, wire or other materials used for fastening reinforcement in place and for all tools, labor, equipment and incidentals necessary to complete the work.

Payment, when included as a contract pay item, will be made under:

Pay Item No. 406S-RC:	Reinforcing Steel -	Per Pound.
Pay Item No. 406S-ERC:	Epoxy-Coated Reinforcing Steel -	Per Pound.

END

SPECIFIC CROSS REFERENCE MATERIALS
Standard Specification Item 406S, "Reinforcing Steel"

American Society for Testing and Materials, ASTM

Designation	Description
ASTM A 36/A 36M	Carbon Structural Steel
ASTM A 82	Steel Wire, Plain, for Concrete Reinforcement
ASTM A 185	Steel Welded Wire Fabric, Plain, for Concrete Reinforcement
ASTM A 496	Steel Wire, Deformed, for Concrete Reinforcement
ASTM A 497	Steel Welded Wire Fabric, Deformed, for Concrete Reinforcement
ASTM A 615/A 615M	Deformed and Plain Billet-steel Bars for Concrete Reinforcement
ASTM A 675/A 675M	Steel Bars, Carbon, Hot-Wrought, Special Quality, Mechanical Properties
ASTM A 706/A 706M	Low- Alloy Steel Deformed and Plain Bars for Concrete Reinforcement
ASTM A 775/A 775M	Epoxy-Coated Reinforcing Steel Bars
ASTM A 884/A 884M	Epoxy-Coated Steel Wire and Welded Wire Fabric For Reinforcement
ASTM A 934/A 934M	Epoxy-Coated Prefabricated Reinforcing Steel Bars
ASTM A 996/A 996M	Rail-Steel and Axle-Steel Deformed Bars for Concrete Reinforcement
ASTM D3963/D3963M	Fabrication and Jobsite Handling of Epoxy-coated Reinforcing Steel Bars

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-739-I	Sampling and Testing Epoxy Coated Reinforcing Steel

City of Austin Standard (Details)

Designation	Description
Standard 406S-1	Reinforced Steel Tolerances

Texas Department of Transportation: Departmental Material Specifications

Designation	Description
DMS 8130	Epoxy Powder Coating for Reinforcing Steel

American Welding Society

Designation	Description
AWS D1.1/D1.1M	Structural Welding Code

RELATED CROSS REFERENCE MATERIALS
Standard Specification Item 406S, "Reinforcing Steel"

City of Austin Standard Specification Items

Designation	Description
Item No. 360	Concrete Pavement
Item No. 403S	Concrete for Structures
Item No. 410S	Concrete Structures
Item No. 414S	Concrete Retaining Walls

Item No. 420S	Drilled Shaft Foundations
Item No. 830S	Traffic Signal Controller Foundation
Item No. 831S	Traffic Signal Drilled Shaft Foundation

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

Designation	Description
Item No. 360	Concrete Pavement
Item No. 420	Concrete Structures
Item No. 421	Hydraulic Cement Concrete
Item No. 422	Reinforced Concrete Slab
Item No. 423	Retaining Walls
Item No. 440	Reinforcing Steel

Item No. 430S
P.C. Concrete Curb and Gutter

430S.1 Description

This item shall govern Portland Cement (p.c.) concrete curb, p.c. concrete curb and gutter with reinforcing steel or p.c. concrete laydown curb as required, that is constructed in accordance with this specification on an approved subgrade and base in conformity with Standard Detail Series 430S and the lines, grades, section indicated on the Drawings or as established by the Engineer or designated representative.

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

430S.2 Submittals

The submittal requirements of this specification item include:

A. Class A p.c. concrete mix design,

B. Type of Installation (i.e. P.C. Concrete Curb and Gutter or P.C. Concrete Curb or P.C. Concrete Laydown Curb) and construction details (i.e. base, reinforcing steel, joints, curing membrane),

C. Identification of the type, source, mixture, Pure Live Seed (PLS) and rate of application of the seeding.

430S.3 Materials

A. Concrete

The Portland cement (p.c.) concrete shall conform to Class A Concrete, Section 403S.7 (Table 4) of Standard Specification Item No. 403S, "Concrete for Structures" or Sections 360S.4 and 360S.6 of Standard Specification Item No. 360S, "Concrete Pavement" when curb and gutter is to be constructed integral with the pavement.

B. Reinforcing Steel

Reinforcing steel shall conform to Standard Specification Item No. 406S, "Reinforcing Steel".

C. Expansion Joint Materials

Expansion joint materials shall conform to Standard Specification Item No. 408S, "Expansion Joint Materials".

D. Membrane Curing Compound

Membrane curing compound shall conform to Standard Specification Item No. 409S, "Membrane Curing".

E. Flexible Base

Aggregate shall conform to Standard Specification Item No. 210S, "Flexible Base".

430S.4 Construction Methods

A. Subgrade and Base Preparation

Subgrade for curb and gutter shall be excavated and prepared to depth and width requirements indicated on the Drawings, including a minimum of 12 inches (300 mm) behind the curb, unless a greater width is indicated on the Drawings. The subgrade shall be shaped to the line, grades, cross section and dimensions indicated on the Drawings. A minimum of 4 inches (100 mm) of flexible base shall be spread, wetted and thoroughly compacted under curb and gutter as specified in Standard Specification Item No. 210S, "Flexible Base". If dry, the base shall be sprinkled lightly with water before p.c. concrete is deposited thereon.

B. C & G Forms

Forms shall be of metal, well-seasoned wood or other approved material. The length of the forms shall be a minimum of 10 feet (3 meters). Flexible or curved forms shall be used for curves of 100-foot (30 meter) radius or less. Wood forms for straight sections shall be not less than 2 inches (50 mm) in thickness. Forms shall be a section, that is satisfactory to the Engineer or designated representative, of the depth required and clean, straight, free from warp and, if required, oiled with a light form oil. All forms shall be securely staked to line and grade and maintained in a true position during the placement of p.c. concrete.

C. Reinforcing Steel

The reinforcing steel, if required, shall be placed as shown on the typical section of the Drawings. Care shall be exercised to keep all steel in its proper location during p.c. concrete placement.

D. Joints

Joints shall be of the type and spacing shown on the Drawings. Expansion joint material, 3/4 inch (19 mm) in thickness, shall be provided at intervals not to exceed 40 feet (12 meters) and shall extend the full width and depth of the p.c. concrete. Weakened plane joints shall be made 3/4 inch (19 mm) deep at 10-foot (3 meters) intervals. All joint headers shall be braced perpendicular and at right angles to the curb.

Two round smooth dowel bars, 1/2 inch (12.5 mm) in diameter and 24 inches (600 mm) in length, shall be installed at each expansion joint. Sixteen inches (400 mm) of one end of each dowel shall be thoroughly coated with hot oil, asphalt or red lead, so that it will not bond to the concrete. The dowels shall be installed with a dowel sleeve on the coated end as indicated on the Drawings or equivalent method as directed by the Engineer or designated representative.

E. P.C. Concrete Placement and Form Removal

Concrete shall be placed in the forms and properly consolidated. Within 1 hour after p.c. concrete placement, a thin coating, that is no more than 1/2 inch (12.5 mm) nor less than 1/4 inch (6.25 mm) thick of finish mortar, composed of 1 part Portland Cement to 2 parts fine aggregate, shall be worked into the exposed faces of the curb and gutter by means of a "mule". After the p.c. concrete has become sufficiently set, the exposed edges shall be rounded by the use of an edging tool to the radii indicated on Standard Detail 430S-1. The entire exposed surface of the curb and gutter shall be floated to a uniform smooth surface, and then finished with

a camel hairbrush to a gritty texture. The forms shall remain in place a minimum of 24 hours unless approved otherwise by the Engineer or designated representative.

After removal of the forms, any minor honeycombed surfaces shall be plastered with a mortar mix as described above. Excessively honeycombed curb and gutter, as determined by the Engineer or designated representative, shall be completely removed and replaced when directed.

F. Curing

Immediately after finishing the curb, concrete shall be protected by a membrane curing conforming to Standard Specification Item No. 409S, "Membrane Curing".

After a minimum of 3 days curing and before placement of the final lift of the base course, the curb shall be backfilled to the full height of the p.c. concrete, tamped and sloped as directed by the Engineer or designated representative. The upper 4 inches (100-mm) of backfill shall be of clean topsoil that conforms to Standard Specification Item No. 130S, "Borrow" and is free of stones and debris.

G. Seeding in Turf Areas

When turf is to be established, preparation of the seedbed shall conform to Item No. 604S, "Seeding for Erosion Control".

430S.5 Measurement

Accepted work as prescribed by this item will be measured by the lineal foot (lineal meter: 1 lineal meter equals 3.281 lineal feet) of p.c. concrete curb and gutter, p.c. concrete curb and/or p.c. concrete laydown curb, complete in place.

430S.6 Payment

The work performed as prescribed by this item will be paid for at the unit bid price per lineal foot for "P.C. Concrete Curb and Gutter" or P.C. Concrete Curb. The price shall include full compensation for all work as set forth and described under payment Method A and/or B.

A. Method A (Pay Item No. 430S-A)

This payment method shall include all the work performed for "P.C. Concrete Curb and Gutter" complete, at the unit bid price. The unit bid price shall include full compensation for excavation, preparation of the subgrade, furnishing and placing all concrete and base material, reinforcing steel, dowels, expansion joint material, curing material, backfill and for all other materials, manipulations, labor, tools, equipment and incidentals necessary to complete the work.

B. Method B (Pay Item No. 430S-B)

This payment method includes all the work performed for "P.C. Concrete Curb and Gutter", complete, at the unit bid price. The unit bid price shall include full compensation for fine grading, furnishing and placing concrete and reinforcing steel, dowels, expansion joint material, curing material, backfill and for all other materials, manipulations, labor, tools, equipment and incidentals necessary to complete the work.

C. Method C (Pay Item No. 430S-C)

This payment method includes all the work performed for " P.C. Concrete Curb" complete, at the unit bid price. The unit bid price shall include full compensation for excavation, furnishing and placing all concrete and base material, reinforcing steel, dowels, expansion joint material, curing material, backfill and for all other materials, manipulations, labor, tools, equipment and incidentals necessary to complete the work.

D. Method D (Pay Item No. 430S-D)

This payment method includes all the work performed for "P.C. Concrete Curb" complete, at the unit bid price. The unit bid price shall include full compensation for fine grading, furnishing and placing concrete and reinforcing steel, dowels, expansion joint material, curing material, backfill and for other materials, manipulations, labor, tools, equipment and incidentals necessary to complete the work.

E. Method E (Pay Item No. 430S-E)

This payment method shall include all the work performed for "P.C. Concrete Laydown Curb" complete, at the unit bid price. The unit bid price shall include full compensation for excavation, preparation of the subgrade, furnishing and placing all concrete and base material, reinforcing steel, dowels, expansion joint material, curing material, backfill and for all other materials, manipulations, labor, tools, equipment and incidentals necessary to complete the work

F. Method F (Pay Item No. 430S-F)

This payment method includes all the work performed for "P.C. Concrete Laydown Curb" complete, at the unit bid price. The unit bid price shall include full compensation for fine grading, furnishing and placing concrete and reinforcing steel, dowels, expansion joint material, curing material, backfill and for other materials, manipulations, labor, tools, equipment and incidentals necessary to complete the work.

Payment will be made under one of the following:

Pay Item No. 430S-A:	P.C. Concrete Curb and Gutter (Excavation)	Per Lineal Foot.
Pay Item No. 430S-B:	P.C. Concrete Curb and Gutter (Fine Grading)	Per Lineal Foot.
Pay Item No. 430S-C:	P.C. Concrete Curb (Excavation)	Per Lineal Foot.
Pay Item No. 430S-D:	P.C. Concrete Curb (Fine Grading)	Per Lineal Foot.
Pay Item No. 430S-E:	P.C. Concrete Laydown Curb (Excavation)	Per Lineal Foot.
Pay Item No. 430S-F:	P.C. Concrete Laydown Curb (Fine Grading)	Per Lineal Foot.

End

SPECIFIC CROSS REFERENCE MATERIALS
Specification Item No. 430S, “P.C. Concrete Curb and Gutter”

City of Austin Standard Specifications

Designation	*Description*

Item No 130S	Borrow
Item No 210S	Flexible Base
Item No. 360S	Concrete Pavement
Section 360S.4 of Item 360S	Proportioning of Concrete
Section 360S.6 of Item 360S	Concrete Mixing and Placing
Item No. 403S	Concrete for Structures
Section 403S.7 of Item No. 403S	(Table 4)
Item No. 406S	Reinforcing Steel
Item No. 408S	Expansion Joint Materials
Item No. 409S	Membrane Curing
Item No. 604S	Seeding for Erosion Control

City of Austin Standard Details

Designation	*Description*
430S-1	Curb and Gutter Section
430S-3	Curb Expansion Joint Dowel Detail
430S-4	Concrete Backfill Under Curb & Gutter
430S-5	Reinforcing Bar Detail at Existing Curb and Gutter

RELATED CROSS REFERENCE MATERIALS
Specification Item No. 430S, “P.C. Concrete Curb and Gutter”

City of Austin Standard Specifications

Designation	*Description*
Item No. 301S	Asphalts, Oils and Emulsions
Item No. 302S	Aggregates for Surface Treatments
Item No. 340S	Hot Mix Asphaltic Concrete Pavement
Item No. 431S	Machine Laid PCC Curb and Gutters
Item No. 433S	P.C. Concrete Driveways
Item No. 434S	P.C. Concrete Medians and Islands
Item No. 436S	P.C. Concrete Valley Gutters
Item No. 606S	Fertilizer

ITEM NO. 648S
MULCH SOCK

648S.1 Description

A Mulch sock consists of material encased in a tube of mesh. It is used to intercept, settle, and filter sheet flow and pond runoff. Mulch socks provide an environmentally sensitive and cost-effective alternative to sediment fences.

648S.2 Submittals

The submittal requirements for this specification item shall include the following:

A. Mulch Material

1. A small sample of mulch material proposed to be used on the site will be provided to the engineer.
2. Provide a designated project stockpile of mulch for sampling and testing at the producer's site.
3. A copy of the lab analysis, performed by an STA-certified lab, verifying that the mulch material meets the requirements of Table 1.

Table 1

Item	Requirement	Reference Specification
Particle Size	3" minus screening process	Equivalent to TXDOT item 161, Compost, Section 1.6.2.B, Wood Chip requirements
pH	5.5 – 8.5	TMECC 04. 11-A, "1.5 Slurry pH"
Organic Matter Content	25%, dry weight basis	TMECC 05.07-A, "Loss-On-Ignition Organic Matter Method"

B. Tube Material

The CONTRACTOR shall submit a sample of the material that the CONTRACTOR proposes to use on the project. A sample of the material should be accompanied by material data sheet identifying composition, ability of the material to biodegrade, and size of openings in tube at a minimum.

648S.3 Materials

A. Mulching material can be manufactured on or off the project site and may consist of:

1. Shredded bark
2. Stump grindings
3. Composted bark

B. The mulch shall have the following composition:

1. Wood chips shall be produced from a 3-inch minus screening process (equivalent to TxDOT item 161, Compost, Section 1.6.2.B Wood Chip Requirements).
2. Large portions of silts, clays, or fine sands are not acceptable.
3. The pH of the mulch shall be between 5.5 and 8.5.
4. The organic matter content shall be greater than or equal to 25% on a dry weight basis.

C. Mulch material must be free of refuse, physical contaminants, and material toxic to plant growth. It is not acceptable for the mulch material to contain ground construction debris, biosolids, manure, or recyclable material.

D. Prior to placement, a representative sample of the mulching material must be tested and certified by the project engineer or his/her designee and accepted by the city inspector.

E. “Sock” material will be 100% biodegradable, photodegradable, or recyclable such as burlap, twine, UV photodegradable plastic, polyester, or any other acceptable material. The material mesh opening should be equal to or less than 3/8 inch (10 mm) and the material tensile strength should be equal to or greater than 44 psi (3.09 kg/cm2).

648S.4 Installation

A. Use 12 or 18 inch diameter mulch socks for all sediment control applications. This diameter of mulch sock material has proven to be the most consistent for all sediment control applications (TxDOT, April 2006).

B. Install mulch socks per Figure 1.4.5.F in the City of Austin Environmental Criteria Manual.

C. Mulch socks should be used at the base of slopes no steeper than 2:1 and should not exceed the maximum spacing criteria provided in the following table.

Slope	Max. Slope Length Between *18 in. Dia. Sock* (ft)	Max. Drainage Area (sf) per 100ft of Sock
100:1 - 50:1	100	10,000
50:1 - 30:1	75	7,500
30:1 - 25:1	65	6,500
25:1 - 20:1	50	4,800
20:1 - 10:1	25	2,600
10:1 - 5:1	15	1,300
5:1 - 2:1	10	1,000

Slope	Max. Slope Length Between *12 in. Dia. Sock* (ft)	Max. Drainage Area (sf) per 100ft of Sock
100:1 - 50:1	100	6,000
50:1 - 30:1	40	4,000
30:1 - 25:1	30	3,000
25:1 - 20:1	25	2,600
20:1 - 10:1	15	1,300
10:1 - 5:1	10	1,000
5:1 - 2:1	5	500

D. Place mulch socks at a 5 ft or greater distance away from the toe of the slopes to maximize space available for sediment deposition.

E. When placed on level contours, sheet flow of water should be perpendicular to the mulch sock at impact and unconcentrated.

F. Install mulch socks using rebar (#5 minimum with safety caps) a minimum of 48 inches in length placed on 2-ft centers. In order to prevent the movement or floating of the mulch sock during rain events or construction operations, install steel posts on alternating sides of the sock. Drive the posts into the ground to a minimum depth of 24 inches, leaving less than 12 inches of post above the exposed mulch sock.

G. In order to prevent water flowing around the ends of the mulch socks, point the ends of the socks up slope.

H. In order to prevent water from flowing between the gaps at adjacent ends of mulch socks, overlap the ends of adjacent mulch socks a minimum of 12 inches. Never stack mulch socks on top of one another.

I. Mulch Socks should be placed using ‘smiles’ and ‘j-hooks’. See ECM Section 1.4.5 G (Silt Fence)

J. For steeper slopes, an additional mulch sock can be constructed on the top of the slope and within the slope area as determined by specific field conditions. Multiple mulch socks are recommended on steeper slopes.

K. Do not use mulch socks in areas of concentrated flow as they are intended to control sheet flow only.

648S.5 Inspection and Maintenance

A. Inspect mulch socks after installation for gaps under the mulch socks and for gaps between the joints of adjacent ends of mulch socks. Contractor shall repair gaps such that no water flows under or around sock.

B. Inspect every seven days and within 24 hours of a rainfall event of 0.5 inches or greater. Replace and repair mulch socks as necessary.

C. Sediment retained by the mulch socks shall be removed when it has reached one third of the exposed height of the mulch socks.

D. Mulch socks can be vegetated or un-vegetated. Vegetated mulch socks can be left in place. The vegetation will grow in the slope, further anchoring the sock.

648S.6 Payment

The work performed and the materials furnished as prescribed by this item shall be paid for by the linear foot of mulch sock installed.

Payment will be made under:

Pay Item No. 648S:	Mulch Sock	Per Lineal Foot.

END

SPECIFIC **CROSS REFERENCE MATERIALS**
Specification Item No. 648S, “Mulch Sock”

City of Austin Environmental Criteria Manual

Designation	Description
1.4.5.F	Mulch Sock
1.4.5.G	Silt Fence

City of Austin Standard Details

Designation	Description
648S-1	Mulch Sock

Item No. 701S

Fencing

701S.1 Description

This item shall govern furnishing and installing fencing and gates at locations shown on the Drawings or directed by the Engineer or designated representative, including all posts, bracing and accessories as specified in this Item and as indicated on the Drawings.

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

701S.2 Submittals

Prior to installation of the fencing the Contractor shall furnish the Engineer or designated representative with certification from the manufacturer that all fencing materials comply with the requirements specified in this Item.

701S.3 Materials

A. Chain Link Fabric

1. Wire fabric for fencing shall be 9 gauge (3.76 mm) steel with a minimum breaking strength of 1,290 pounds per foot (1 750 Newtons per square meter). The overall height of the fence when erected shall be the height above grade as indicated on the Drawings. The fabric shall be woven into an approximately 2-inch ± 1/8-inch (50 mm ± 3 mm) mesh such that in a vertical dimension of 23 inches (585 mm) along the diagonals of the openings there shall be at least 7 meshes. Unless indicated otherwise on the Drawings the fabric shall have a knuckled (K) and twisted (T) finish for the top and bottom selvages respectively. The wire in the fabric shall withstand a minimum tensile strength test of 75,000 psi (517 kPa) after galvanizing. Except as provided herein, the chain link fence fabric shall conform to ASTM A392, Class I or ASTM A491.
2. The fabric shall be hot dip galvanized after weaving and shall have a minimum coating of 1.2 ounces per square foot (0.4 kilograms per square meter) of uncoated surface conforming to ASTM A392, Class I.
3. Between posts the fabric shall be fastened at 12-inch (300-mm) intervals to a top and bottom tension wire. When a top rail is shown on the Drawings, the fabric shall also be fashioned in the same manner. On gate frames, the fabric shall be fastened to top and bottom of the gate frame at all 12-inch (300-mm) intervals. Steel or aluminum wire fabric ties with a minimum 9 gauge (3.76 mm) diameter shall be used.

B. Woven Wire Fencing

Woven wire fencing shall be either galvanized steel wire fencing or aluminum-coated steel wire fencing conforming to the following requirements:

1. Galvanized steel wire fencing shall conform to ASTM A116, Class 1.

2. Aluminum-coated steel wire fencing shall consist of aluminum-coated steel wire conforming to the requirement for galvanized steel wire fencing, except the wire shall be aluminum coated. The wire shall not have less than 0.40 ounce (11 grams) coating of aluminum alloy per square foot of uncoated surface in accordance with ASTM A491

C. Wire Fencing

Wire shall be either galvanized or aluminum alloy coated 9 gage (3.76 mm) steel wire conforming to the specifications for galvanized steel or aluminum alloy coated woven wire fencing above.

D. Wood Fencing

Wood for wood fencing shall be Wolmanized pine, cedar or as indicated on the Drawings. The timber shall be sound and free from all decay, shakes, splits or any other defects, which would make it structurally unsuitable for the intended purpose.

E. Metal Posts, Top Rails, Braces and Gates

Steel pipe used for posts, top rails, braces and gate frames shall conform to the specifications of ASTM A 53. Steel sections used for posts, top rails, frames and braces shall be a good commercial quality weldable steel. All material shall be new and no used, re-rolled or open seam material will be acceptable. All posts shall meet the weight and length requirements indicated. The fabric bands and steel wire ties shall conform to the gauge and spacing indicated and shall be of suitable design to fasten fabric to the posts. Wire ties of the gauge shown may be used in lieu of fabric bands. All fittings required for posts shall be pressed or rolled steel, forge steel, malleable iron or wrought iron of good commercial quality and spaced as indicated on the Drawings.

1. Line Posts

Line posts may be either C-section or tubular. Tubular line posts shall be fitted with watertight malleable iron caps. Line posts shall be furnished in sufficient quantity to provide a maximum spacing of 10 feet (3 meters)

2. Terminal Posts

All end, corner and pull posts shall be known as terminal posts and shall be of either round or square sections. All terminal posts shall be furnished with watertight malleable iron caps. Fabric shall be fastened to terminal posts by steel stretcher bars and stretcher bar bands fitted with carriage bolts and nuts of the size and spacing indicated on the Drawings.

3. Gate Posts

Gateposts shall be either round or square. All gateposts shall be furnished with watertight malleable iron caps. The fabric shall be attached to the gateposts by means of steel stretcher bars and stretcher bar bands fitted with carriage bolts and nuts of the size and spacing indicated on the Drawings.

4. Post Caps

Post caps for pipe sections shall be designed to exclude all moisture. Where a top rail is shown on the Drawings, post caps shall have an opening for the top rail. All post caps shall have a 2-inch (50-mm) skirt for rigidity. When barbed wire is allowed for topping a six-foot (1.82 meter) or higher fence (LDC Section 10-1-9) the barbed wire support arms shall be integral with post caps.

5. Gates

a. Single Swing Gate

The gate frames shall be fabricated from sections either round or square of the size and weight indicated on the Drawings and shall be filled out with the same type fabric specified for the chain link fence. All gates shall be equipped with approved malleable iron or steel latches, stops and center rest. A satisfactory locking device suitable for padlocking shall be provided. The gates shall be hung by at least 2 steel or malleable iron hinges securely fastened to the posts. Hinges shall not twist or turn under the action of the gate, shall be capable of allowing a full 180 degree opening turn, shall be so arranged that a closed gate cannot be lifted off the hinges to obtain entry and shall be easily operated by one person.

b. Double Swing Gate

Double Swing gates shall be furnished and installed as indicated on the drawings. Gates shall be of the same height as the fence and shall have a single vertical mat of barbed wire. The gates shall be hinged to swing 180 degrees from closed to open. The gates shall be complete with frames, latches, stops, keepers, hinges, fabric, braces, padlocks and three strands of barbed wire. Gates shall have intermediate members and diagonal truss rods as required for rigid construction and shall be free from sag and twist. Gates shall be fitted with vertical extension arms or shall have frame end members intended to carry barbed wire.

Hinges shall be pinned type, heavy pattern with large bearing surface and shall not twist or turn under the action of gate. Latches for double swing gates shall be plunger bar type, full gate height, and arranged to engage the gate stop. Stops shall consist of a roadway plate with anchor set in Portland Cement concrete and arranged to engage the plunger. Keepers shall consist of mechanical devices for securing and supporting the free end when in the full open position. Latches shall be arranged for padlocking with padlock accessible from sides of the gate. Gates shall be installed so that they cannot be removed without disassembly of the hardware. Hardware attachment bolt shall be penned to prevent easy removal.

6. Top Rail

The top rail shall be of size and weight indicated on the Drawings and shall be furnished in random lengths, not less than 18 feet (5.5 meters) per section with outside sleeve type couplings at least 6 inches (150 mm) long and having a wall thickness of not less than 0.70-inch (18-mm). One coupling in five shall have a heavy spring to take up expansion and contraction of the rail. The top rail shall be installed before installing chain link fabric and shall pass through post tops.

7. Braces

All braces shall be of the size, weight and length indicated on the Drawings. All braces shall be trussed with rods and turnbuckles of the dimensions indicated on the Drawings. Braces shall be installed on all terminal posts and shall extend to the adjacent line posts. All corner and pull posts shall have braces on each side of terminal.

8. Fittings, Bolts and Other Miscellaneous Hardware

All fittings, bolts and miscellaneous hardware shall be hot dip galvanized in conformance with TxDoT Standard Specification Item No. 445, “Galvanizing.

9. Tension Wire

Between posts, the fabric shall be fastened to a top and bottom tension wire or to the top rail and bottom tension wire by steel wire ties of the gauge and spacing indicated on the

Drawings. The tension wire shall be at least 7 gauge (4.5 mm) galvanized coil spring steel of good commercial quality.

Tension wire shall have a minimum coating of 0.8 ounce per square foot (0.2 kilogram per square meter) of uncoated surface when tested in conformance with ASTM A116.

10. Security Fence

The security fence shall be 8 feet (2.44 meters) high with brackets and 3 strands barbed wire.

Barbed wire, when specified on the Drawings, shall be 12-1/2 gauge wire (2.51 mm), twisted with two-point 14 gauge (2.03 mm) barbs spaced approximately 5 inches (125 mm) apart and shall conform to ASTM A121 or ASTM A585. Three strands of barbed wire will be required when a barbed wire top is specified on the Drawings.

Barbed wire support arms shall be at an angle or 45^{o} from vertical and shall have clips for attaching three (3) strands of barbed wire to each support arm. Each support arm shall be of sufficient strength to support a 200-pound (90 kilograms) weight (mass) applied at the outer strand of barbed wire.

11. Galvanizing

Thin-wall, high-strength pipe posts shall be externally hot-dip galvanized with a minimum weight of coating of 0.9 ounce per square foot (0.3 kilogram per square meter). After galvanizing, thin-wall, high-strength pipe posts shall be externally chromated by total immersion followed by application of clear polyurethane finish.

Interior surfaces shall have a hot-dip galvanized coating, a zinc base coating with thickness 0.5 mil ± 0.2 mil (13 micrometer ± 5 micrometer). The coating shall be 94 percent zinc powder by weight (mass).

All tubular posts, rails and braces shall comply with the following salt spray performance requirements when tested in accordance with ASTM B117.

Exterior – 1250 hours to maximum 5 % red rust

Interior – 650 hours to maximum 5 % red rust

The uniformity of the zinc coating shall be determined by visual inspection. If, in the opinion of the Engineer or designated representative, visual examination is not conclusive, he may use the Preece Test as described in ASTM A239. When so tested, all items shall withstand a minimum of 6 one-minute dips except for those items designated in ASTM A153 as Class B-2, B-3, C and D, which shall withstand a minimum of 4 one-minute dips.

Careful visual inspection shall be made to determine the quality of the zinc coating. Excessive roughness, blisters, salammoniac spots, bruises and flaking if present to any considerable extent, shall provide a basis for rejection. Where practicable, all inspection and tests shall be made at the place of manufacturer prior to shipment and shall be so conducted as not to interfere unnecessarily with the progress of the work.

Damaged spelter coating shall be repaired by thoroughly wire brushing the damaged area and removing all loose, cracked or weld-burner spelter coating. The cleaned area shall be painted with 2 coats of zinc oxide-zinc dust paint conforming to the requirements of Federal Specification TT-P-641B. The paint shall be furnished at the Contractor's expense.

F. Concrete Post Anchorages

Concrete for post footings, catch blocks, anchors and other such items related to the fence construction, shall be Class B Concrete conforming to Item No. 403S, "Concrete for Structures" or as indicated on the Drawings. Maximum size of aggregate shall be 3/4 inch (19 mm). Hand mixing of concrete will be permitted on batches under 1/2 cubic yard (0.38 cubic meter). All batches exceeding this volume will be machine mixed.

Concrete shall be placed promptly and without segregation after mixing. The Contractor shall consolidate the concrete satisfactorily by tamping or vibrating. Excess excavation from footings shall be satisfactorily disposed of.

The tops of post footings shall extend slightly above ground and shall be steel troweled to a smooth finish sloped to drain away from posts. Posts, braces and other units shall be centered in footings.

G. Mowing Strip

When called out in the drawings, a mowing strip shall be Class A concrete. It shall be 24 inches (610 mm) wide and a minimum of 4 inches (100 mm) thick. Three (3) number (#3) bars shall be evenly spaced and supported along the full length of the mow strip, and a number 3 (#3) bar shall be cross-tied every 4 feet (1.2 m). Fence posts shall be installed in center of mow strip.

701S.4 Inspection and Sampling

The Contractor shall furnish, upon request of the Engineer or designated representative, samples of each component part of the fence including fittings. These samples shall be subjected to the galvanizing, weight and where required, strength tests. A sample may be taken for each project or for each shipment to a project, when requested by the Engineer or designated representative. All samples shall be furnished to the City free of charge.

If any specimen tested fails to meet the requirements of this specification, two (2) additional specimens shall be cut from the remainder of the sample and tested, both of which shall meet the requirements in every respect or the lot represented by the sample may be rejected.

701S.5 Construction Methods

The Chain Link Fence shall be erected to lines and grades established by the Engineer or designated representative in accordance with the details indicated on the Drawings. The fence shall be true to line, taut and shall comply with the best practice for fence construction of this type.

A. Clearing and Grading

The Contractor shall perform all clearing of brush, rocks and debris necessary for the installation of this fencing.

B. Erection of Posts

Posts shall be set plumb and permanently positioned and anchorages firmly set before fabric is placed. Posts shall be set in concrete, unless otherwise indicated on the Drawings.

Concrete footings shall be carried to the depth and dimensions indicated on the Drawings. Where rock is encountered within the required depth to which the post is to be erected, a hole of a diameter slightly larger than the largest dimension of the post may be drilled into the rock and the post grouted in. The regular dimensioned concrete footing as indicated on the Drawings shall then be placed between the top of the rock and required grade indicated on the Drawings. Posts shall be approximately centered in their footings. All concrete shall be placed promptly and compacted by tamping or other approved methods. Concrete shall be finished in a dome and shall be cured a minimum of 48 hours before further work is done on the posts.

Pull posts shall be placed not over 500 feet (15.25 meters) apart in straight runs and at each vertical angle point, all as directed by the Engineer or designated representative. Corner posts shall be placed at each horizontal angle point greater than 15 degrees. Corner and pull posts shall have horizontal braces and tie rods as specified above and as indicated or designated representative.

C. Erection of Top Rail and Tension Wire

The top rail and bottom tension wire and/or top and bottom tension wires shall be installed before installing the chain link fabric. The top rail shall be firmly attached in final position. Tension wires shall be within 4 inches (100 mm) of the top and bottom of the fabric and shall be pulled taut.

D. Erection of Fabric

After all posts have been permanently positioned and anchorages firmly set with the cables drawn taut with the turnbuckles, the fabric shall be placed by securing one end and applying sufficient tension to the other end to remove all slack before making attachments. Unless otherwise indicated on the Drawings, the fabric shall be cut and each span shall be attached independently at all corner posts and pull posts.

Fabric shall be fastened as indicated on the Drawings and the bottom of the fabric shall be placed a normal distance of 2 inches (50 mm) above the ground line; however, over irregular ground this distance may vary between 1 inch (25 mm) and 6 inches (150 mm) for a distance not to exceed 8 feet (2.44 meters). Any necessary backfilling required, in order to comply with these provisions, will be considered as incidental work.

E. Fence Grounding

This fence shall be grounded where a power line passes over the fence. In any case, a ground shall be provided at locations not to exceed 1,000 feet (30 meters) apart in straight runs of fence. Each individual section of fence shall have at least 1 ground. The ground shall consist of a copper-weld rod 8 feet (2.44 meters) long and a minimum of 5/8 inch (16 mm) in diameter driven or drilled in vertically until the top of the rod is approximately 6 inches (150 mm) below the top of the ground. A No. 6 solid copper conductor shall be brazed to the rod and to the fence in such a manner that each element of the fence is grounded.

F. Erection of Wood Fencing Material

After all posts have been permanently positioned and anchorages firmly set, stringers shall be placed and boards secured to the stringers. Other techniques utilizing modular precut panels may be used, when indicated on the Drawings.

701S.6 Measurement

Chain Link Fence, of each height specified, will be measured by the lineal foot of fence measured at the bottom of the fabric along the centerline of fence from center to center of terminal posts, excluding gates. Gates will be measured as each gate, complete in place.

701S.7 Payment

The work performed and material furnished as prescribed by this item, measured as provided under "Measurement" will be paid for at the unit bid price for "Chain Link Fence" of the height specified. The unit bid price shall include full compensation for furnishing and installing all fencing materials (except gates) including all miscellaneous fittings, braces, post caps, line wires, connection clips or wires; digging post holes and grouting in rock where required; furnishing and placing concrete for setting posts; furnishing and installing all electrical grounds; all hauling and handling charges; and for all manipulations, labor, tools, equipment and incidentals necessary to complete the work, including excavation, backfilling and disposal of surplus material.

Gates measured as provided under "Measurement" will be paid for at the unit bid price for "Pedestrian Gate" or "Vehicular Gate", of the type, height and opening specified. The unit bid price shall include full compensation for furnishing all materials; fabricating, preparation, hauling, handling charges and erecting, including all miscellaneous fittings, braces, latches, gate hinges, stops and center anchorage; and for all manipulations, labor, tools, equipment and incidentals necessary for complete installation.

Payment will be made under one of the following:

Pay Item No. 701*S* -AS: Chain Link Fence, - Per Lineal Foot
Pay Item No. 701*S* –B: Chain Link Pedestrian Single Swing Gate, ___Foot. x __Foot. Per Each
Pay Item No. 701S -BD: Chain Link Pedestrian Double Swing Gate, __Foot. x __Foot. Per Each
Pay Item No. 701S -CS: Chain Link Vehicular Single Swing Gate, ____Foot. x ___Foot. Per Each
Pay Item No. 701S -CD: Chain Link Vehicular Double Swing Gate, __Foot. x ___Foot. Per Each
Pay Item No. 701*S* -D: Wire Fence Per Lineal Foot
Pay Item No. 701*S* -E: Wood Fence Per Lineal Foot
Pay Item No. 701*S* -F: Wood Fence Pedestrian Gate, ___Foot. x __Foot. Per Each
Pay Item No. 701*S* -G: Wood Fence Vehicular Gate, ___Foot. x ___Foot. Per Each
Pay Item No. 701*S* -H: Security Fence, ___Foot, High Type ___ Per Lineal Foot
Pay Item No. 701*S* -T: Temporary Fence, ___Foot High, ____Type Per Lineal Foot
Pay Items No. 701S-MS: Mowing Strip Per Lineal Foot

End

SPECIFIC CROSS REFERENCE MATERIALS

City of Austin Standard Specifications

Designation	*Description*
Item No. 403S	Concrete for Structures

City of Austin Code of Ordinances, Volume I

Designation	*Description*
Section 10-1-9	Barbed Wire Fences

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

Designation	*Description*
Item No. 445	Galvanizing

American Society For Testing And Materials (ASTM)

Designation	*Description*
A 53/A 53M	Specification For Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, Welded and Seamless
A 116	Specification For Zinc-Coated (Galvanized) Steel Woven Wire Fence Fabric
A 121	Specification For Zinc-Coated (Galvanized) Steel Barbed Wire
A 153/A 153M	Specification For Zinc-Coated (Hot-Dip) on Iron and Steel Hardware
A 239	Practice for Locating the Thinnest Spot in a Zinc (Galvanized) Coating on Iron and Steel Articles
A 392	Specification For Zinc-Coated Steel Chain-Link Fence Fabric
A 491	Specification For Aluminum-Coated Steel Chain-Link Fence Fabric
A 585	Specification For Aluminum-Coated Steel Barbed Wire
B 117	Practice for Operating Salt Spray (Fog) Apparatus

Federal Specification TT-P-641B

RELATED CROSS REFERENCE MATERIALS

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

Designation	*Description*
Item No. 550	Chain Link Fence
Item No. 552	Wire Fence