INSPECTION POINTS:

Roller Pattern, Control Strip, Method A & B

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Roller Pattern, Control Strips and Test Sections with Method A & B

Roller Pattern and Control Strips:
• When, Where and How

Test Sections ‘aka’ as Lots:
• When, Where and How

• For both Method A and B in the Special Provision for Density Determination and

• The 2016 R&B Specification
Roller Pattern and Control Strips

Establishes the max achievable density for each:
• New course of each new road way
• Combination of equipment and
• Job mix formula
• Paver pass of 6 feet and greater

Key inspection points:
• RP & CS Complete within first 1000’
• Representative of the new course
• Mat temperature is critical, RP & CS completed before mat cools to 150F
• Verify that CS cores meet specification
• The RP & CS is considered a Lot
315.05 (e) 1  
The Engineer will divide the project into control strips” and “test sections” for the purpose of defining areas represented by each series of tests.

315.05 (e) 1 b. **Test section (lot):**  
For the purposes of determining acceptance, the Engineer will consider each day’s production as a lot..... The standard size of a lot will be 5,000 linear feet (five 1,000 foot sublots) of any pass 6 feet or greater made by the paving train for the thickness of the course.
Method A Test Sections:

Required Testing:
Two Nuclear Locations (Yellow)
One Core Location per 1000’ sub-lot (Black)

Each day’s production is a Lot – made up of test sections and sub lots. Pay adjustments are calculated based on the materials within the lot.
So, what’s wrong with this Test Section test location?
Method B Test Sections:

Required Testing (per 1000’):
Two Nuclear Locations (Yellow)

Same as the 2016 Road and Bridge Specification for Section 315
Test Section Widths:

Define the width of the Lot

Defines the width of the testing area and random numbers

Tests are not conducted within 12”/18” of application width
The Engineer will divide the project into “control strips” and “test sections” for the purpose of defining areas represented by each series of tests.

The Engineer needs to determine whether these areas are part of the lot, and if so then they need to be tested, i.e. select random numbers and test locations within these lengths as well:

When paving is less than 3,000 feet, that day’s production will be combined with the previous day’s production or added to the next day’s production to create a lot as described below.
Turn Lanes and Test Sections
What about narrow shoulders?

It’s at this point we need to decide the width of the lot for testing and acceptance.
Why wouldn’t we test it?
Applying price adjustments to Test Sections (Lots):

2016 Road and Bridge Section 315.05:
The tonnage of each lot will be based on the lot’s width and length and the mixture application rate as designated in the Contract or as revised by the Engineer. Payment will be made in accordance with Table III-4.

The Special Provision for Density Determination:
The tonnage of each lot will be based on the lot’s width and length and the mixture application rate as designated in the Contract or as revised by the Engineer. Payment will be made in accordance with the requirements of Table III-4A (or III-4B for Method B).
### TABLE III-4
Payment Schedule for Lot Densities

<table>
<thead>
<tr>
<th>% of Target Control Strip Density</th>
<th>% of Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than 102.0</td>
<td>95</td>
</tr>
<tr>
<td>98.0 to 102.0</td>
<td>100</td>
</tr>
<tr>
<td>97.0 to less than 98.0</td>
<td>95</td>
</tr>
<tr>
<td>96.0 to less than 97.0</td>
<td>90</td>
</tr>
<tr>
<td>Less than 96.0</td>
<td>75</td>
</tr>
</tbody>
</table>

### TABLE III-4A
Payment Schedule for Surface, Intermediate and Base Courses

<table>
<thead>
<tr>
<th>% TMD</th>
<th>% of Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than 96.5(^1)</td>
<td>95</td>
</tr>
<tr>
<td>92.2(^2)/92.5(^3) – 96.5</td>
<td>100</td>
</tr>
<tr>
<td>90.0 – 92.1(^2)/92.4(^3)</td>
<td>95</td>
</tr>
<tr>
<td>88.0 – 89.9</td>
<td>90</td>
</tr>
<tr>
<td>Less than 88.0</td>
<td>75</td>
</tr>
</tbody>
</table>
Thank You