

TEXAS DOT

State Report Questions

April 26-28, 2011 TTCC/NCC Meeting

1. Summarize your state's current QC/QA requirements for pavements.

We have a quasi/pseudo QC/QA concrete pavement spec (of course, HMAC pavements are generally 100% QC/QA).

The contractor is responsible for running all job control tests:

- strength and air every 3,000 SY
- slump (if needed, slip formed pavements do not require slump) every 3,000 SY
- temperature every time strength specimens are made and truck checks far more often

The contractor job control tests are not used for payment purposes (as payment is based on depth tolerance), but actions including work stoppage and removal can be triggered by contractor test results that are out of spec to various degrees.

TxDOT performs verification testing of all the above at a rate of at least 1 per every 10.

For true "acceptance testing," TxDOT also takes truck temperatures and performs the "record" depth checks (fresh immersion/dip stick testing).

Ride quality requirements (for all pavements) do employ a (mostly) QC/QA specification.

2. Identify any differences in QC/QA requirements on projects with accelerated schedules.

n/a

3. Summarize the requirements for allowable time between batching and placement for agitated and non-agitated concrete mixes.

Agitated: 60 minutes (unless plan approved for time extension or unless engineer shortens time because of weather/performance issues)

Non-agitated: 45 minutes (unless plan approved for time extension or unless engineer shortens time because of weather/performance issues)

4. Summarize acceptance and payment adjustment clauses related to QC/QA requirements.

Since we employ only a quasi QC/QA, not relevant for us as it pertains to QC/QA.

Acceptance/Payment issues are as follows:

Strength: When a job-control concrete strength test value is more than 10% below the required job-control strength or when 3 consecutive job control strength values fall below the required job-control strength, investigate the strength test procedures, the quality of materials, the concrete production operations, and other possible problem areas to determine the cause. Take necessary action to correct the problem, including redesign of the concrete mix if

needed. The Engineer may suspend concrete paving if the Contractor is unable to identify, document, and correct the cause of low strength test values in a timely manner. If any job-control strength is more than 15% below the required job-control strength, the Engineer will evaluate the structural adequacy of the pavements. When directed, remove and replace pavements found to be structurally inadequate at no additional cost.

Temperature: Place concrete that is between 40°F and 95°F when measured in accordance with Tex-422-A at the time of discharge, except that concrete may be used if it was already in transit when the temperature was found to exceed the allowable maximum. Take immediate corrective action or cease concrete production when the concrete temperature exceeds 95°F.

Depth: When dipstick testing indicates a depth deficiency, cores are taken and payment implications are:

Table 2
Deficient Thickness Price Adjustment Factor

Deficiency in Thickness Determined by Cores (in.)	Proportional Part of Contract Price Allowed (adjustment factor)
Not deficient	1.00
Over 0.00 through 0.20	1.00
Over 0.20 through 0.30	0.80
Over 0.30 through 0.40	0.72
Over 0.40 through 0.50	0.68
Over 0.50 through 0.75	0.57