



**DEVELOPMENTAL SPECIFICATIONS
FOR
PCC PAVEMENT NON-DESTRUCTIVE THICKNESS DETERMINATION**

**Effective Date
January 16, 2019**

THE STANDARD SPECIFICATIONS, SERIES 2015, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE DEVELOPMENTAL SPECIFICATIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

Replace all of Articles 2301.04 and 2301.05 of the Standard Specifications with the following. Differences from the Standard Specifications are highlighted.

2301.04 METHOD OF MEASUREMENT.

Measurement will be as follows:

A. Portland Cement Concrete Pavement.

1. Square yards, of the type specified, shown in the contract documents. The area of manholes, intakes, or other fixtures in the pavement will not be deducted from the measured pavement area.
2. The measurement requirements for thickness do not apply to detour pavements, paved drives, and temporary pavements. The thickness of pavement constructed will be determined from thickness measurements as follows:
 - a. The division of sections, lots, and measurement locations will be according to Appendix A.
 - b. At locations determined by the Engineer.
 - c. Determine thickness for sections of the same design thickness 3500 square yards or less by probing plastic concrete in accordance with Materials I.M. 396.
 - d. Only sections which are measured for thickness will be included in the thickness index determination. Areas not measured for thickness will be paid for at the contract unit price.

B. Integral Curb.

Incidental to the other items of work. Not measured for payment.

C. Concrete Median.

Square yards shown in the contract documents. This will be calculated to the nearest 0.1 foot of the length along the surface and the overall width of median when no integral curb is involved, or the width from back to back of curb when integral curb is involved.

D. Bridge Approach Sections.

Square yards shown in the contract documents.

E. Excavation.

1. When the contract provides a unit price per station for earth shoulder finishing and a price per cubic yard for excavation, the excavation required for preparation of natural subgrade will be measured as provided in Article 2102.04. The volume measured for payment will include only the materials actually removed above the elevation of the pavement subgrade and between vertical planes 1 foot outside the edge of the finished pavement.
2. Other work connected with preparation of natural subgrade will not be measured for payment.
3. When the contract provides a unit price for earth shoulder construction (whether or not a unit price per cubic yard of excavation is provided in the contract), excavation required for preparation of natural subgrade will not be measured for payment. Unless otherwise provided in the contract documents, work connected with preparation of natural subgrade will not be measured for payment.

F. Driveway Surfacing Material.

Tons or cubic yards, as provided in the contract and in Section 2315, placed at intersecting roads, drives, and turnouts. Excavation required for placement of this material will not be measured for payment.

H. Saw Cut and Joint Sealing.

1. Saw cut for constructing joints in new pavement will not be measured for payment.
2. Saw cut for cutting old existing pavement, which is to be abutted with new pavement, will not be measured for payment.
3. Joint sealing will not be measured for payment.

I. Safety Fence for Pavement.

Not measured for payment.

J. Rumble Strip Panel (PCC Surface)

By count for Rumble Strip Panels properly installed at locations designated in the contract documents.

2301.05 BASIS OF PAYMENT.

Payment will be as follows:

A. Portland Cement Concrete Pavement.

1. Contract unit price for Standard or Slip-Form Portland Cement Concrete Pavement of the type specified per square yard.
2. Payment for the quantities of pavement in square yards will be at a percentage of the contract unit price according to Table 2301.05-1.

Table 2301.05-1: Payment Schedule for Quantities of Pavement

Thickness Index Range	Percent Payment	Thickness Index Range	Percent Payment
0.00 or more	103	-0.56 to -0.60	91
-0.01 to -0.05	102	-0.61 to -0.65	90
-0.06 to -0.10	101	-0.66 to -0.70	89
-0.11 to -0.15	100	-0.71 to -0.75	88
-0.16 to -0.20	99	-0.76 to -0.80	87
-0.21 to -0.25	98	-0.81 to -0.85	86
-0.26 to -0.30	97	-0.86 to -0.90	85
-0.31 to -0.35	96	-0.91 to -0.95	84
-0.36 to -0.40	95	-0.96 to -1.00	83

-0.41 to -0.45	94	-1.01 to -1.05	82
-0.46 to -0.50	93	-1.06 to -1.10	81
-0.51 to -0.55	92	-1.11 or less	80

3. Use the following formula to determine the thickness index for the section of pavement thickness:

$$TI = (\bar{X} - S) - T$$

Where:

TI = thickness index for the section.

\bar{X} = mean thickness for the section.

T = see Table 2301.05-2.

S = measurement thickness standard deviation (of the sample) for the section.

Table 2301.05-2: Thickness Value for determining Thickness Index

Type of Base, Subbase, Subgrade just below the concrete	Value of T in Inches
Natural Subgrade or Soil Aggregate Subbase	Design Thickness
HMA Base, PCC Base, or Asphalt or Cement Treated Base	Design Thickness
Modified Subbase or Special Subbase	Design Thickness minus 0.25 inches
Granular Subbase	Design Thickness minus 0.35 inches

4. Replace pavement represented by cores deficient from design thickness by 1 inch or greater. The deficient areas and the replacement of the deficient cores will be determined according to Appendix A. The cost for coring that confirms deficient pavement or determines deficient areas shall be incidental to the price paid for Portland Cement Concrete Pavement. The cost for coring that indicates that pavement is sufficient shall be paid as extra work, according to Article 1109.03, B of the Standard Specifications. The cost for coring replacement pavement to verify compliance shall be incidental to the price paid for Portland Cement Concrete Pavement.
5. At the Contractor's option, measurement readings that are larger than the thickness value (from Table 2301.05-2) by three standard deviations or greater may be removed from analysis for thickness index determination. Do not remove more than 10% of the total measurements in a section. Do not replace measurements removed from the analysis.
6. Gaps in the pavement less than 500 feet, required by staging, will be considered irregular areas for analysis of pavement thickness determinations.
7. The percent payment for projects which have all measurement readings greater than T in Table 2301.05-2 will be at least 100%.

B. Integral Curb.

Not paid for separately.

C. Concrete Median.

Contract unit price per square yard.

D. Bridge Approach Sections.

1. Contract unit price for bridge approach pavement per square yard.
2. Payment is full compensation for:
 - Excavation for modified subbase and subdrain.
 - Furnishing and installing subdrain.
 - Furnishing and installing subdrain outlet.
 - Furnishing and installing polymer grid.
 - Furnishing and placing porous backfill material.
 - Furnishing and placing modified subbase backfill material.
 - Saw cutting.
 - Furnishing and installing reinforcing steel, tie bars, and dowel assemblies.
 - Placing, finishing, texturing, grooving, and curing.

- All joint construction.
- All other materials and labor to construct the Bridge Approach Section as shown in the contract documents.

E. Excavation.

1. When the contract provides a unit price per station for earth shoulder finishing and the contract also provides a price per cubic yard for excavation, payment will be the contract unit price per cubic yard for excavation in connection with subgrade preparation and building shoulders.
2. When the contract provides a unit price for earth shoulder construction, the excavation required for preparation of subgrade and construction of shoulders will not be paid for as a separate item. It is incidental to pavement construction and earth shoulder construction and is to be included in those contract prices.
3. When no price per cubic yard for excavation is provided in the contract and no unit price is provided for earth shoulder finishing or earth shoulder construction, excavation necessary for subgrade preparation is incidental to pavement construction and is to be included in that contract unit price.

F. Driveway Surfacing Material.

Contract unit price as provided in Section 2315 for the quantity of driveway surfacing placed.

H. Saw Cut and Joint Sealing

Incidental to the price for pavement.

I. Safety Fence for Pavement.

Incidental to the price for pavement.

J. Rumble Strip Panel (PCC Surface)

Each. Payment is full compensation for construction of the panels as detailed in the contract documents.

K. General.

1. When any of the types of additional protection described in Article 2301.03, K, 3, is necessary, additional payment will be made as extra work at the rate of \$1.00 per square yard of surface protected. Payment will be limited to protection necessary within the contract period. Protection necessary after November 15 will be paid for only when the Engineer authorizes the work.
2. Furnish concrete for test specimens and transport the specimens and molds between the grade and plant as directed by the Engineer, at no additional cost to the Contracting Authority.
3. The above prices are full compensation for furnishing all tools, equipment, labor, and materials necessary for construction of the pavement in accordance with the contract documents.
4. The cost of furnishing, installing, and monitoring vibrators, as well as the vibrator monitoring device itself, is incidental to the contract unit price for PCC pavement.

**APPENDIX A
EVALUATING PORTLAND CEMENT
CONCRETE PAVEMENT THICKNESS**

SCOPE

Thickness measurements will be taken on Portland Cement Concrete (PCC) pavement, to determine the pavement thickness and the thickness index for each section. Refer to Specification DS-15064.

APPARATUS

1. An MIT Scan T2 gauge will be used to perform thickness measures.
2. Steel Targets will be 11.81 inches in diameter, 24 gauge, meeting ASTM A 653, commercial steel with a G90 coating (about 275 g/m² total both sides).

DEFINITIONS

Section: All Portland Cement Concrete in a project of the same bid item. Irregular areas, as defined herein, of the same bid item shall form a separate section. On multiple year projects, a separate section will be formed for each year. If less than 20,000 square yards are placed in first year, that section will be grouped with the subsequent year.

Lot: A portion of a section normally 200 feet in length and 2 traffic lanes wide.

Regular area pavement sections:

- All mainline pavement for normal travel lanes. Includes middle (both direction) turn lanes
- Paved shoulder – if same thickness as pavement and part of pavement bid item include with pavement. If separate bid item, treat as separate section.
- Paved median - if same thickness as pavement and part of pavement bid item, and longer than 300 feet, include with pavement.
- Auxiliary lanes of full width longer 300 feet.
- Widening greater than 6 feet.

Irregular areas:

- Widening less than 6 feet.
- Side street connections.
- Ramps, including gore areas, and collector distributor roads.
- Deceleration and acceleration lanes.
- Turn lanes, including taper sections.
- Tapers.
- Radiuses.
- Median crossovers

PROCEDURES

The District Materials Engineer will determine the location of each lot, the random location of each metal target, and the random thickness measuring scheme for each section using an Iowa DOT developed MSEXcel spreadsheet.

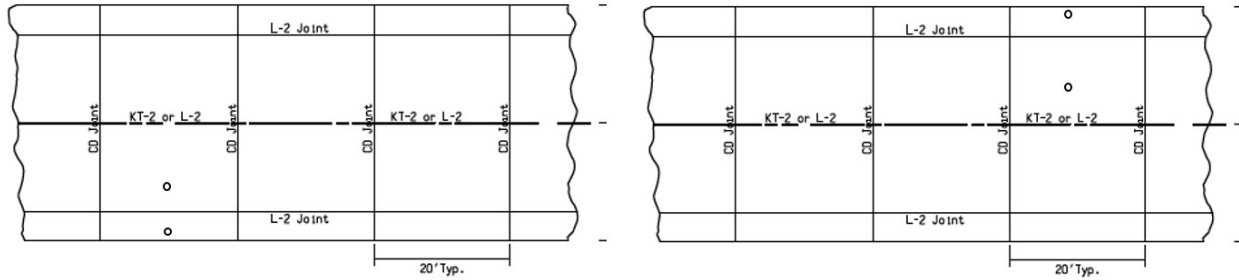
A. Target Location for Regular Areas

1. Divide the section longitudinally into 200 foot long lots. One target will be located in each lot based on the spreadsheet selection. Beginning with the first station at +00, place a target from the edge of the pavement half way between dowel baskets). See Figure 1. If the +00 station falls on a basket, move the target location ahead halfway between the dowel baskets. A minimum of ten targets will be tested. If a target location falls on a bridge or in an approach section, it will be eliminated.
2. The transverse location of the targets will be randomly determined by the spreadsheet program. The random locations will be either 4 or 8 feet from edge of pavement, left or right.
3. The program will randomly determine which targets to measure. If a measurement location falls on a bridge or bridge approach pavement, it will be eliminated and the next closest target not in the original random

selection will be used for measurement.

- Shoulders. Divide the section into 200 foot long lots. Beginning with the first station at +00, locate a target every 200 feet, alternating between the inside and outside shoulder (or every 400 feet on one side). On 6 foot shoulders or wider, the targets should be 4 feet from the edge of the pavement. On 4 foot shoulders, the targets should be 3 feet from the edge of the pavement.

Figure1. Target Location



B. Target Location for Irregular Areas

- All irregular areas of the same design thickness will be grouped together for determining the number of lots. The Engineer may waive sections of the same design thickness that total less than 5000 square yards.
- Place targets randomly in all irregular areas larger than 100 square yards. One target will be randomly located in each selected irregular area. For irregular areas greater than 1000 square yards, randomly place a minimum of two targets. Targets must be placed at least 2 feet away from tie steel and 4 feet from dowel bars. A minimum of ten targets will be tested to represent each section of irregular areas. For projects with less than ten irregular areas larger than 100 square yards, select a minimum of three areas to place targets. All targets will be measured. If more than 20 targets are located in irregular areas, randomly select 50% to be tested.

C. Testing

Follow the manufacturer's instructions for operating the thickness gauge. It is important to avoid testing close to any steel including vehicles, equipment, steel toed shoes as well as tie bars, dowel bars and baskets, and manhole covers. When wearing steel toed shoes, always keep both toes at least 2 feet from the gauge during the test. Three repeat readings will be taken. The readings should all be within 1 to 2 mm of each other. If the difference between any of the readings is more than 3 mm, take 2 additional readings. If the two additional readings are within 3 mm of any of the first 3 readings, the measurement is valid for that location. If not, note that the location is not valid and select the next target location not originally selected for testing.

D. Section Evaluation

- Use the following formula to determine the mean thickness for the section:

$$\bar{X} = \frac{\sum X}{n}$$

Where: \bar{X} = mean length for the section

$\sum X$ = sum of core lengths for the section

n = number of cores taken within the section

Round the mean thickness to two decimal places.

2. Use the following formula to determine the sample standard deviation of the thickness of the section:

$$S = \sqrt{\frac{\sum (X - \bar{X})^2}{n - 1}}$$

Where:

S = thickness standard deviation for the section.
 \bar{X} = mean thickness for the section
 X = individual thickness values for the section.
 n = number of tests representing the section.

\sum = sign indicating the sum of all values of $(X - \bar{X})^2$

Round the sample standard deviation to two decimal places.

NOTE: Calculations of the standard deviation are best made with an electronic calculator with standard deviation capability that uses the formula containing the quantity (n-1).

3. Use the following formula to determine the thickness index for the section of pavement thickness.

$$TI = (\bar{X} - S) - T$$

Where:

TI = thickness index for the section
 \bar{X} = mean thickness length for the section
 T = from Table 2301.05-2
 S = measurement thickness standard deviation (of the sample) for the section

Round the thickness index to two decimal places.

NOTE: If the mean thickness minus the standard deviation is less than T of the section, the thickness index will be a negative number.

4. Basis of Payment. Payment for the quantities of pavement in square yards in each section will be as shown in Article 2301.05 of the Standard Specifications and based on the thickness index as determined in accordance with these instructions.

E. Deficient Areas

1. If any measurement is deficient from T by 1 inch or more, the measurement should be rechecked to confirm the reading and the equipment. If the repeat measurement is also 1 inch or more below T, mark the location directly over the target. The Contractor shall drill a 4.0 inch diameter core at that location. If the core length confirms the pavement is deficient by 1 inch or more, continue to drill cores as described below.
2. Deficient areas, represented by cores deficient in length by 1 inch or more from design thickness, are to be replaced. These areas will be determined by drilling a core 60 feet in each direction longitudinally at the same transverse location from the deficient core. Drilling will be continued at 60 feet intervals until a core is obtained which is not deficient by 1 inch or more from design thickness. Interpolate between this core and the adjacent core to determine the limits of the deficient area. This is the area to be removed and replaced at contractor's expense. These additional cores are to be used to define the deficient area and will not be used in the thickness index calculation. When an obstruction, such as a bridge, intersection, previous work, etc., prevents drilling a core at the required 60 feet interval in either direction longitudinally, continue the balance of the distance on the other side of the obstruction.
3. Any readings taken in the area for removal will be eliminated from the analysis for the entire section. After replacement, the contractor will take cores as directed by the engineer to verify the thickness.