IOWA DEPARTMENT OF TRANSPORTATION

To Office:	Specification Committee	**Date:**	September 29, 2025
Attention:		**Ref. No.:**	305
From:	Eric Johnsen, P.E.		
Office:	Specifications		
Subject:	Agenda for October 9, 2025, Specification Committee Meeting		

The Specification Committee will meet on Thursday, October 9, 2025, at 9:00 a.m.

The agenda is as follows:

1. **Article 1103.01, I, Consideration of Bids.**
Article 1107.02, Insurance.

Contracts and Specifications Bureau requests to update the insurance requirements for contractors.

2. **Article 2001.01, D, General Equipment Requirements.**

Construction and Materials Bureau requests the change to incorporate the commonly used terminology "diesel" and clarification that diesel and kerosene are distillates.

3. **Article 2001.22, Plant Equipment for Hot Mix Asphalt Mixtures.**

Construction and Materials Bureau requests the change to eliminate language for plants no longer in use in Iowa.

4. **Article 2213.02, A, 1, Asphalt Base Widening.**
Article 2303.02, D, 6, Flexible Pavement Mixtures.

The Construction and Materials Bureau requests a changes to remove reference to base widening mix in 2303.02, D, 6 and condense this specification. Also to clarify which binder to use for various base widening situations

5. **Article 2303.02, E, 2, g, Anti-Strip Agent.**
Article 2303.03, C, 3, c, Handling Liquid Anti-strip Agents.

The Construction and Materials Bureau requests to eliminate mention of materials no longer in use.

6. **Article 2303.03, A, 2, General (Construction).**
Article 2303.03, e, 1, General (Quality Control for Small HMA Paving Quantities).

The Construction and Materials Bureau requests the change to clearly define "Small Quantities".

7. **Article 2303.03, D, 3, b, 1, Production Control.**

The Construction and Materials Bureau requests changes to Table 2303.03-4 for PWL and eliminate a footnote that is no longer needed.

8. **Article 2529.03, H, 2, Full Depth Finish Patches.**

Construction and Materials Bureau requests the change to eliminate an error in the Specification.

9. **Article 4151.02, B, 3, Pavement Dowel Bars (Steel Reinforcement).**

Construction and Materials Bureau requests the addition of language to allow for purple epoxy.

Form 510130 (07-24)

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Mark Dunn/Eric Johnsen	**Bureau/Office:** Contracts and Specifications	**Item 1**
Submittal Date: 8/25/2025	**Proposed Effective Date:** 10/20/2026	
Article No.: 1103.01, I **Title:** Consideration of Bids **Article No.:** 1107.02 **Title:** Insurance	**Other:**	

Specification Committee Action:			
Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:

1103.01, I.

Replace the Article:

For failure to ~~file~~ submit and maintain with the Contracting Authority a current Certificate of Insurance meeting the requirements of Article 1107.02.

1107.02, Insurance.

Replace the Article:

~~**A.** It shall be the Contractor's responsibility to have liability insurance covering all of the construction operations incident to contract completion and the Contractor must have on file with the Contracting Authority a current "Certificate of Insurance" prior to award of contract. The certificate shall identify the insurance company firm name and address, Contractor firm name, policy period, type of policy, limits of coverage, and scope of work covered (single contract or statewide). This requirement shall apply with equal force, whether the work is performed by persons employed directly by the Contractor including a subcontractor, persons employed by a subcontractor, or by an independent contractor.~~

~~**B.** In addition to the above, the Contracting Authority shall be included as an insured party, or a separate owner's protective policy shall be filed showing the Contracting Authority as an insured party.~~

~~**C.** The liability insurance shall be written by an insurance company (or companies) qualified to do business in Iowa. For independent contractors engaged solely in the transportation of materials, the minimum coverage provided by such insurance shall be not less than that required by Chapter 325A, Code of Iowa, for such truck operators or contract carriers as defined therein. For all other contractors, subcontractors, independent contractors, and the Contracting Authority, the minimum coverage by such insurance shall be as follows:~~

~~General Liability, Including: BODILY INJURY~~

~~Independent Contractors $500,000 Each Occurrence~~
~~Contractual Liability, $500,000 Aggregate~~
~~Products and Completed Operations PROPERTY DAMAGE~~
~~$250,000 Each Occurrence~~
~~$250,000 Aggregate~~
~~or~~

~~BODILY INJURY AND PROPERTY DAMAGE~~
~~- COMBINED SINGLE LIMIT*~~
~~$750,000 Each Occurrence~~
~~$750,000 Aggregate~~

~~*A comprehensive Catastrophe Liability Policy (Umbrella) can be used to aid in achieving the minimum required limits.~~

~~**D.** Failure on the part of the Contractor to comply with the requirements of this article will be considered sufficient cause to suspend the work, withhold estimates, and to deny the Contractor from receiving further contract awards, as provided in Article 1103.01.~~

A. At its own expense, the Contractor or joint venture shall carry insurance covering all construction operations incident to contract completion. The Contractor or joint venture shall submit to the Contracting Authority a current certificate(s) of insurance prior to execution of the contract and thereafter as insurance policies are renewed or replaced. The certificate(s) shall show the Contracting Authority as the certificate holder and identify the Contractor's insurer(s), Contractor's name and address, type of policy, policy number, policy period, limits of coverage, and scope of work covered (single contract or statewide). This requirement applies with equal force, whether the work is performed by the Contractor, or by any subcontractor or independent contractor, or by anyone employed by any of the foregoing. Except as provided elsewhere in this article, coverage shall remain in force until the Engineer's final acceptance of the work.

1. For contracts let by the Department:
- **a.** Submit initial certificate(s) of insurance electronically to the Department per instructions provided by the Contracts and Specifications Bureau prior to signing the contract.
- **b.** Certificates of insurance for Iowa DOT or county contracts may be statewide or contract specific per instructions provided by the Contracts and Specifications Bureau. Contracts for joint ventures or city projects shall be contract specific.
- **c.** Insurance renewals or replacements prior to final acceptance of the work shall be submitted electronically to the Department's Finance Bureau, per the instructions provided by the Department. Provide to the Engineer electronically per their instructions.

2. For locally let contracts:
Provide certificate of insurance as well as any renewals or replacements to the Contracting Authority.

B. The Contractor shall not cancel or fail to renew any required coverage without giving the Contracting Authority at least 30 calendar days' written notice. If any policy is to be canceled or not renewed during any period of required coverage, the Contractor must have in place a new policy before or upon cancelation or non-renewal of the former policy to ensure no lapse in coverage.

C. The insurance shall be written by an insurer or insurers qualified to do business in the State of Iowa. For independent contractors engaged solely in the transportation of materials, the coverage provided by such insurance shall not be less than that required by Iowa Code 325A for such truck operators or contract carriers as defined therein. For all

other contractors, subcontractors, and independent contractors, the minimum insurance coverage shall be as follows:

1. **Workers' Compensation.**
   Workers' compensation insurance shall be obtained at applicable State of Iowa statutory limits and include Employer's Liability insurance with limits of not less than: $500,000 per accident for bodily injury by disease; $500,000 per employee for bodily injury by disease; and $500,000 policy limit. When required, US Longshore and Harbor Workers' Compensation Act and Jones Act coverage shall be added with appropriate limits.

2. **Commercial Auto Liability.**
   The limit of coverage shall not be less than $1,000,000 combined single limit per accident for bodily injury and property damage. This policy shall be written on an occurrence basis and provide coverage for all owned, non-owned, and hired vehicles used on or off the project site.

3. **Commercial General Liability.**
   The limits of coverage shall not be less than: $1,000,000 per occurrence for bodily injury and property damage; $1,000,000 for personal and advertising injury; $3,000,000 general aggregate; and $3,000,000 products and completed operations aggregate. This policy shall be written on a broad form, occurrence basis, and provide coverage for blanket contractual liability, independent contractors, and general liability. Completed operations coverage shall remain in force for one year after the Engineer's final acceptance of the work. This policy shall not contain any exclusion for explosion, collapse, or underground property damage. Coverage under this policy shall be as broadly construed for the Contracting Authority as is available to the Contractor.

4. **Excess or Umbrella Liability.**
   The Contractor may use Excess or Umbrella Liability insurance to aid in meeting the minimum limits of coverage required by this article. If the Contractor utilizes umbrella or excess policies, these policies shall follow form.

D. The Contracting Authority shall be named as an additional insured on the Commercial General Liability (including ongoing and completed operations), and Commercial Auto Liability policies. For general liability, the additional insured coverage shall not be less than that provided by ISO Forms CG 2010 0704 and 2037 0704 (together) or equivalent. All required insurance shall be primary and noncontributory to any insurance available to the Contracting Authority. Each policy shall include a waiver of subrogation in favor of the Contracting Authority. The Contractor shall obtain all endorsements necessary to support these requirements.

E. This article specifies minimum limits of coverage only and shall not be construed to limit the Contractor's actual liability under the contract.

F. Insurance for Joint Ventures.

1. If a contract is awarded to a joint venture, the parties to the joint venture shall each comply with all insurance requirements in this article.

2. Each party to a joint venture shall submit its own certificate of insurance naming itself as the insured but listing the Contracting Authority, the other party or parties to the joint venture, and the joint venture as additional insureds as it pertains to the contract, such to be shown in the certificate's Description of Operations. Each party shall obtain all endorsements necessary to support these requirements.

G. Railroad Insurance.

1. For contracts that involve work on or near railroad ROW, the Contractor shall at its own expense obtain the types and limits of insurance specified in the contract documents, including any requirement to obtain Railroad Protective Liability insurance.

2. A separate certificate of insurance shall be submitted for each railroad with insurance requirements contained in the contract documents. The certificate shall show the railroad as the certificate holder and include the contract ID in the Description of Operations as well as meet all other requirements contained in the contract documents

H. The Contractor's failure to comply with the requirements of this article shall be considered sufficient cause to suspend the work, withhold estimates, and deny the Contractor from receiving further contract awards, as provided in Article 1103.01.

Comments:

Member's Requested Change: **(Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)**

Reason for Revision: Update the insurance requirements, which haven't been touched for decades.

New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X

Comments:

County or City Comments:

Industry Comments: Some members of AGC are currently doing a final review, but they have been involved in the submitted revisions.

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove/John Hart	**Bureau/Office:** Construction and Materials	**Item 2**
Submittal Date: September 22, 2025	**Proposed Effective Date:** April 2026	
Article No.: 2001.01, D **Title:** General Equipment Requirements	**Other:**	

Specification Committee Action:			
Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**
Specification Committee Approved Text:			
Comments:			

Specification Section Recommended Text:

2001.01, D.

Replace the second sentence:

~~When~~ If diesel, kerosene, or other distillates~~,~~ or ~~other~~ solvents are used that are not approved release agents, allow the equipment to drain for a minimum of 5 hours after cleaning.

Comments:

Member's Requested Change: (Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)

D. Keep equipment that comes in contact with bituminous materials or bituminous mixtures clean by heating, scraping, or by the use of an approved release agent described in Materials I.M. 491.15. ~~When~~ If diesel, kerosene, and/or other distillates, or other solvents are used that are not approved release agents, allow the equipment to drain for a minimum of 5 hours after cleaning. Collect the cleaning agents and dispose of according to Federal and State regulations.

Reason for Revision: Incorporation of commonly used terminology "diesel" and clarification that diesel and kerosene are distillates.

New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X

Comments:

County or City Comments: Not submitted to local agencies as specification intent is not changed but just clarification of terminology.

Industry Comments: Not submitted to industry as specification intent is not changed but just clarification of terminology.

Form 510130 (07-24)

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove/John Hart	**Bureau/Office:** Construction and Materials	**Item 3**
Submittal Date: September 22, 2025	**Proposed Effective Date:** April 2026	
Article No.: 2001.22 **Title:** Plant Equipment for Hot Mix Asphalt Mixtures	**Other:**	

Specification Committee Action:			
Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Committee Recommended Text:
2001.22, Plant Equipment for Hot Mix Asphalt Mixtures.

Replace the first paragraph:

Ensure plant equipment will proportion each aggregate, dry and heat the aggregate (except mineral filler), proportion the aggregate and hot asphalt, and mix all materials. The plant may be of a batch type~~, continuous type,~~ or drum mixing type. Ensure the plant is equipped to produce uniform mixtures of required composition, heated to the desired temperature.

2001.22, F, 2, Continuous Plants.

Delete the Article and **renumber** following Article:

~~**2. Continuous Plants.**~~

~~**a.** Comply with the following:~~

~~**1)** To supply asphalt binder to the mixer, use a pump constructed to be under a positive pressure sufficient to maintain uniform delivery from the pump. The pressure is to be maintained within ± 0.5 psi of the recommended operating pressure.~~

~~**2)** Install accurate pressure gauges in readily accessible locations in lines feeding the metering pump and the mixer spray bars. Install gauges of such size that the normal operating pressure can be easily read to the nearest 1.0 psi.~~

~~**b.** For the mixer unit, comply with the following:~~

~~**1)** Equip with a surge tank or a deaeration chamber for supplying a constant pressure flow of asphalt binder to the metering pump.~~

~~**2)** The surge tank or the deaeration chamber is to be of dimensions and capacity to provide the pressure specified. The capacity is to be at least a 6 minute supply of asphalt binder at the normal mixing rate of the mixer unit.~~

~~**3)** The surge tank or the deaeration chamber is to be fitted with baffles and other appurtenances necessary to prevent the incorporation of air bubbles into the asphalt binder as the tank is being filled.~~

~~**4)** When the surge tank system is used, the pressure at the spray bar is to be no greater than 20 psi.~~

~~**5)** When a deaeration chamber system is used, the pressure difference between the return line and the spray bar is to be no greater than 20 psi.~~

~~**6)** Separate return lines are to be provided for each tank.~~

~~**7)** Obtain the Engineer's approval for the surge tank or the deaeration chamber.~~

~~**3**~~ **2. Drum Mixing Plants.**
Ensure the following:
- **a.** The plant uses a pump to supply asphalt binder to the mixer, which is constructed to be under positive pressure sufficient to maintain uniform delivery from the pump.
- **b.** A totalizing flow meter is placed in the line between the metering pump and mixer unit.
- **c.** The asphalt control unit is interlocked with the aggregate weighing system specified in Article 2001.22, A, and is equipped to automatically adjust for variation in aggregate delivery.
- **d.** The plant is operated with automatic controls, except when approved by the Engineer.
- **e.** The asphalt control unit is equipped so the plant operator can monitor and adjust the flow rate of aggregate or asphalt binder.

2001.22, K, 2, Continuous Mixer.

Delete the Article and **renumber** following Article:

~~**2. Continuous Mixer.**~~
- ~~**a.** Use an approved twin shaft pugmill capable of producing uniform mixtures within the job mix or other specified limits.~~
- ~~**b.** Ensure paddles are of a type adjustable for angular position on the shafts and reversible to retard the flow of mix.~~
- ~~**c.** Equip the mixer with a discharge hopper holding approximately 1 ton and discharging intermittently by means of quick acting gates.~~
- ~~**d.** Regulate the distance to the receiving vehicle to minimize segregation.~~
- ~~**e.** Provide satisfactory means to afford positive interlocking control between the flow of aggregate from the bins and the flow of asphalt binder from the meter or other proportioning source. Accomplish control by interlocking mechanical means or by any positive method for accurate control.~~
- ~~**f.** Include an accurate revolution counter, operating continuously during production.~~
- ~~**g.** Equip the plant with positive means to govern and maintain a constant time of mixing.~~

~~**3**~~ **2. Drum Mixer.**
- **a.** Comply with the following:
  - **1)** Use equipment capable of producing uniform mixtures within the job mix or other specified limits.
  - **2)** Introduce the aggregate, asphalt binder, and additives, when furnished, continuously and uniformly. This is to be controlled by the plant operator.
  - **3)** Discharge the mixture continuously and uniformly onto an elevator or conveyor that discharges into a hot mixture storage unit meeting requirements of Article 2001.22, L.
  - **4)** Continue the mixing until the asphalt binder is uniformly distributed and the aggregate particles are uniformly coated.
- **b.** The plant may be modified with a pugmill coater. The coater shall be inclined and positioned as an integral built-in unit, located between the drum and the hot elevator of the plant setup. Introduce the asphalt binder, and additives when furnished, continuously and uniformly at the lower end of the coater. This shall be controlled by the plant operator. Obtain the Engineer's approval for each plant modified.
- **c.** When adding RAP, modify drum mixing equipment to process RAP according to Article 2001.22, A.

Comments:

Member's Requested Change: (Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)

2001.22 Plant Equipment for Hot Mix Asphalt Mixtures.

Ensure plant equipment will proportion each aggregate, dry and heat the aggregate (except mineral filler), proportion the aggregate and hot asphalt, and mix all materials. The plant may be of a batch type~~, continuous type,~~ or drum mixing type. Ensure the plant is equipped to produce uniform mixtures of required composition, heated to the desired temperature.

F. Asphalt Binder Control Unit.

~~**2. Continuous Plants.**~~

~~**c.** Comply with the following:~~

~~**3)** To supply asphalt binder to the mixer, use a pump constructed to be under a positive pressure sufficient to maintain uniform delivery from the pump. The pressure is to be maintained within ± 0.5 psi of the recommended operating pressure.~~

~~**4)** Install accurate pressure gauges in readily accessible locations in lines feeding the metering pump and the mixer spray bars. Install gauges of such size that the normal operating pressure can be easily read to the nearest 1.0 psi.~~

~~**d.** For the mixer unit, comply with the following:~~

~~**8)** Equip with a surge tank or a deaeration chamber for supplying a constant pressure flow of asphalt binder to the metering pump.~~

~~**9)** The surge tank or the deaeration chamber is to be of dimensions and capacity to provide the pressure specified. The capacity is to be at least a 6 minute supply of asphalt binder at the normal mixing rate of the mixer unit.~~

~~**10)** The surge tank or the deaeration chamber is to be fitted with baffles and other appurtenances necessary to prevent the incorporation of air bubbles into the asphalt binder as the tank is being filled.~~

~~**11)** When the surge tank system is used, the pressure at the spray bar is to be no greater than 20 psi.~~

~~**12)** When a deaeration chamber system is used, the pressure difference between the return line and the spray bar is to be no greater than 20 psi.~~

~~**13)** Separate return lines are to be provided for each tank.~~

~~**14)** Obtain the Engineer's approval for the surge tank or the deaeration chamber.~~

~~**3**~~ **2. Drum Mixing Plants.**

Ensure the following:

f. The plant uses a pump to supply asphalt binder to the mixer, which is constructed to be under positive pressure sufficient to maintain uniform delivery from the pump.

g. A totalizing flow meter is placed in the line between the metering pump and mixer unit.

h. The asphalt control unit is interlocked with the aggregate weighing system specified in Article 2001.22, A, and is equipped to automatically adjust for variation in aggregate delivery.

i. The plant is operated with automatic controls, except when approved by the Engineer.

j. The asphalt control unit is equipped so the plant operator can monitor and adjust the flow rate of aggregate or asphalt binder.

K. Mixer.

~~**2. Continuous Mixer.**~~

~~**h.** Use an approved twin shaft pugmill capable of producing uniform mixtures within the job mix or other specified limits.~~

~~**i.** Ensure paddles are of a type adjustable for angular position on the shafts and reversible to retard the flow of mix.~~

~~**j.** Equip the mixer with a discharge hopper holding approximately 1 ton and discharging intermittently by means of quick acting gates.~~

~~**k.** Regulate the distance to the receiving vehicle to minimize segregation.~~

~~**l.** Provide satisfactory means to afford positive interlocking control between the flow of aggregate from the bins and the flow of asphalt binder from the meter or other proportioning source. Accomplish control by interlocking mechanical means or by any positive method for accurate control.~~

~~**m.** Include an accurate revolution counter, operating continuously during production.~~

~~**n.** Equip the plant with positive means to govern and maintain a constant time of mixing.~~

~~3~~ 2. **Drum Mixer.**

d. Comply with the following:

5) Use equipment capable of producing uniform mixtures within the job mix or other specified limits.

6) Introduce the aggregate, asphalt binder, and additives, when furnished, continuously and uniformly. This is to be controlled by the plant operator.

7) Discharge the mixture continuously and uniformly onto an elevator or conveyor that discharges into a hot mixture storage unit meeting requirements of Article 2001.22, L.

8) Continue the mixing until the asphalt binder is uniformly distributed and the aggregate particles are uniformly coated.

e. The plant may be modified with a pugmill coater. The coater shall be inclined and positioned as an integral built-in unit, located between the drum and the hot elevator of the plant setup. Introduce the asphalt binder, and additives when furnished, continuously and uniformly at the lower end of the coater. This shall be controlled by the plant operator. Obtain the Engineer's approval for each plant modified.

f. When adding RAP, modify drum mixing equipment to process RAP according to Article 2001.22, A.

Reason for Revision: Continuous plants are no longer used and are not anticipated to be used in Iowa as all Contractors are using modern drum mixers with the exception of 1 or 2 remaining batch plants.

New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X

Comments:

County or City Comments: Not submitted to local agencies but verified with Districts that continuous plants have not been used for a while.

Industry Comments: Not submitted to industry but verified with Districts that continuous plants have not been used for a while.

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove/John Hart	**Bureau/Office:** Construction and Materials	**Item 4**
Submittal Date: September 22, 2025	**Proposed Effective Date:** April 2026	
Article No.: 2213.02, A, 1 **Title:** Asphalt Base Widening **Article No.:** 2303.02, D, 6 **Title:** Flexible Paving Mixture	**Other:**	

Specification Committee Action:

Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:
2213.02, A, 1, Asphalt Base Widening.

Replace the Article:

Use 1/2 inch or 3/4 inch Standard Traffic (ST) base mixture. For shoulder base widening ~~for shoulders~~, use PG 58-28S binder. For lane or a combination of lane and shoulder base widening use the binder specified in the surface mixture.

2303.02, D, 6.

Delete the second sentence:

~~When an adjoining surface is designed for Standard Traffic (ST) and is paved during the same project, use a base mixture at same traffic designation used in surface mixture.~~

Comments:

Member's Requested Change: **(Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)**

2213.02, A

1. **Asphalt Base Widening.**
   Use 1/2 inch or 3/4 inch Standard Traffic (ST) base mixture. ~~For base widening for shoulders,~~ For shoulder base widening, use PG 58-28S binder. For lane or a combination of lane and shoulder base widening use the binder specified in the surface mixture.

2303.02, D

6. For base widening refer to Section 2213. ~~When an adjoining surface is designed for Standard Traffic (ST) and is paved during the same project, use a base mixture at same traffic designation used in surface mixture.~~

Reason for Revision: Removed reference to base widening mix in 2303.02.D.6 and condensed in this

specification. Clarified what binder to use for various base widening situations.		
New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X
Comments:		
County or City Comments: Out for comment		
Industry Comments: Out for comment		

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove/John Hart	**Office:** Construction and Materials Bureau	**Item 5**
Submittal Date: September 22, 2025	**Proposed Effective Date:** April 2026	
Article No.: 2303.02, E, 2, g **Title:** Anti-strip Agent **Article No.:** 2303.03, C, 3, c **Title:** Handling Liquid Anti-Strip Agents	**Other:**	

Specification Committee Action:			
Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:

2303.02, E, 2, g.

Replace the Article:

g. ~~The following anti-strip agents may be used:~~

~~**1) Hydrated Lime.**~~

~~Meet the requirements of AASHTO M 303, Type I or ASTM C 1097, Type S. Hydrated lime will not be considered part of the aggregate when determining the job mix formula.~~

~~**2) Liquid Anti-strip Additives.**~~

Liquid anti-strip additives will be used as the anti-strip agent. For each JMF, obtain approval for liquid anti-strip additives blended into the binder. Approval will be based on the following conditions:

~~**a**~~ **1)** The asphalt binder supplier provides test results that the additive does not negatively impact the asphalt binder properties, including short term and long term aged properties.

~~**b**~~ **2)** The design is to establish the optimal additive rate that produces the maximum SIP value. See Materials I.M. 319 for additional information.

~~**3) Polymer-based Liquid Aggregate Treatments.**~~

~~For each JMF, obtain approval for polymer-based liquid aggregate treatments. Approval will be based on the design establishing the optimum additive rate that produces the maximum SIP value. See Materials I.M. 319 for additional information~~

2303.03, C, 3, c, Handling Anti-Strip Agents.

Rename and **replace** the Article:

c. Handling Liquid Anti-Strip Agents.

~~**1) Hydrated Lime.**~~

~~**a) Added to a Drum Mixer.**~~

~~**(1)** Add hydrated lime at the rate of 0.75% by weight of the total aggregate (virgin and RAM) for Interstate and Primary projects. Add hydrated lime to a drum mixer using one of the following methods:~~

~~**(a)** Add to virgin aggregate on the primary feed belt, as a lime water slurry.~~
~~**(b)** Add to the outer drum of a double drum system away from heated gas flow and prior to the addition of the virgin asphalt binder.~~

~~**(2)** Alternative methods for mixing will be allowed only with the Engineer's approval. Do not introduce hydrated lime directly into a single drum mixer by blowing or by auger.~~

~~**b) Added to a Batch Plant.**~~

~~Add hydrated lime at the rate of 0.5% by weight of the total aggregate (virgin and RAM) for Interstate and Primary projects. Introduce it to a batch plant using one of the methods below. In any case, introduce the lime prior to the start of the dry mix cycle.~~

~~**(1)** Place on the recycle belt which leads directly into the weigh hopper.~~
~~**(2)** Add directly into the pugmill.~~
~~**(3)** Add directly into the hot aggregate elevator into the hot aggregate stream.~~

~~**c) Added to the Aggregate Stockpile.**~~

~~Add hydrated lime at a rate established by the optimization of the SIP as determined by Materials I.M. 319. Add it to the source aggregates defined in Article 2303.02, E, 2, thoroughly mixed with sufficient moisture to achieve aggregate coating, and then place in the stockpile.~~

~~**2) Liquid.**~~

~~**a** **1)** When liquid anti-strip additives are used, e~~Employ equipment complying with the anti-strip manufacturer's recommended practice to store, measure, and blend the additive with the binder.

~~**b** **2)**~~The additive may be injected into the asphalt binder by the asphalt supplier or the Contractor. If the Contractor elects to add the liquid anti-strip agent, they assume the material certification responsibilities of the asphalt binder supplier. Ensure the shipping ticket reports the type and amount of additive and time of injection.

~~**c** **3)**~~Ensure the asphalt supplier provides the Contactor and Engineer with the shelf life criteria defining when the anti-strip additive maintains its effectiveness. Do not use binder that has exceeded the shelf life criteria.

~~**d) When using polymer-based aggregate treatment, comply with the manufacturer's recommended specifications and guidelines.**~~

Comments:

Member's Requested Change: (Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)

2303.02, E, 2

~~**g. The following anti-strip agents may be used:**~~

~~**1) Hydrated Lime.**~~

~~Meet the requirements of AASHTO M 303, Type I or ASTM C 1097, Type S. Hydrated lime will not be considered part of the aggregate when determining the job mix formula.~~

~~**2) Liquid Anti-strip Additives.**~~

~~For each JMF, obtain approval for liquid anti-strip additives blended into the binder. Approval will be based on the following conditions:~~

~~**a)** The asphalt binder supplier provides test results that the additive does not negatively impact the asphalt binder properties, including short term and long term aged properties.~~

~~**b)** The design is to establish the additive rate that produces the maximum SIP value.~~

~~**3) Polymer-based Liquid Aggregate Treatments.**~~

~~For each JMF, obtain approval for polymer-based liquid aggregate treatments. Approval will be based on the design establishing the optimum additive rate that produces the maximum SIP value. See Materials I.M. 319 for additional information~~

g. Liquid anti-strip additives will be used as the anti-strip agent. For each JMF, obtain approval for liquid anti-strip additives blended into the binder. Approval will be based on the following conditions:

1) The asphalt binder supplier provides test results that the additive does not negatively impact the asphalt binder properties, including short term and long term aged properties.

2) The design is to establish the optimal additive rate that produces the maximum SIP value. See Materials I.M. 319 for additional information.

2303.03, C, 3

c. Handling Liquid Anti-Strip Agents.

~~**1) Hydrated Lime.**~~

~~**a) Added to a Drum Mixer.**~~

~~**(1)** Add hydrated lime at the rate of 0.75% by weight of the total aggregate (virgin and RAM) for Interstate and Primary projects. Add hydrated lime to a drum mixer using one of the following methods:~~

~~**(a)** Add to virgin aggregate on the primary feed belt, as a lime water slurry.~~

~~**(b)** Add to the outer drum of a double drum system away from heated gas flow and prior to the addition of the virgin asphalt binder.~~

~~**(2) Alternative methods for mixing will be allowed only with the Engineer's approval. Do not introduce hydrated lime directly into a single drum mixer by blowing or by auger.**~~

~~**b) Added to a Batch Plant.**~~

~~Add hydrated lime at the rate of 0.5% by weight of the total aggregate (virgin and RAM) for Interstate and Primary projects. Introduce it to a batch plant using one of the methods below. In any case, introduce the lime prior to the start of the dry mix cycle.~~

~~**(1)** Place on the recycle belt which leads directly into the weigh hopper.~~

~~**(2)** Add directly into the pugmill.~~

~~**(3)** Add directly into the hot aggregate elevator into the hot aggregate stream.~~

~~**c) Added to the Aggregate Stockpile.**~~

~~Add hydrated lime at a rate established by the optimization of the SIP as determined by Materials I.M. 319. Add it to the source aggregates defined in Article 2303.02, E, 2, thoroughly mixed with sufficient moisture to achieve aggregate coating, and then place in the stockpile.~~

~~**2) Liquid.**~~

a ~~**1)** When liquid anti-strip additives are used, e~~Employ equipment complying with the anti-strip manufacturer's recommended practice to store, measure, and blend the additive with the binder.

b ~~**2)**~~ The additive may be injected into the asphalt binder by the asphalt supplier or the Contractor. If the Contractor elects to add the liquid anti-strip agent, they assume the material certification responsibilities of the asphalt binder supplier. Ensure the shipping ticket reports the type and amount of additive and time of injection.

c ~~**3)**~~ Ensure the asphalt supplier provides the Contactor and Engineer with the shelf life criteria defining when the anti-strip additive maintains its effectiveness. Do not use binder that has exceeded the shelf life criteria.

~~**d) When using polymer-based aggregate treatment, comply with the manufacturer's recommended specifications and guidelines.**~~

Reason for Revision: Hydrated lime and polymer-based liquid aggregate treatments are not being used anymore. District staff indicated it has been approximately ten years since either of these materials has been used. Industry was consulted at the Spring 2025 Strategic Asphalt Committee meeting and there was no intent on using these materials and no objection to their removal. The specification has been edited to remove reference to hydrated lime and polymer-based liquid aggregate treatments and identify liquid anti strip as the anti strip agent to be used.

New Bid Item Required (X one)	**Yes**	**No** X

Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X
Comments:		
County or City Comments: Not submitted to local agencies as industry was consulted on what is commonly used.		
Industry Comments: Discussed at Spring 2025 Strategic Asphalt Committee meeting and there were no objections.		

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove/John Hart	**Bureau/Office:** Construction and Materials	**Item 6**
Submittal Date: September 22, 2025	**Proposed Effective Date:** April 2026	
Article No.: 2303.03, A, 2 **Title:** General **Article No.:** 2303.03, E, 1 **Title:** General (Quality Control for Small HMA Paving Quantities)	**Other:**	

Specification Committee Action:

Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:

2303.03, A, 2.

Replace the article:

Provide quality control management and testing, and maintain the quality characteristics specified.

a. ~~Apply Article 2303.03, D to asphalt mixture bid items when the plan quantity is greater than 1000 tons.~~ Asphalt mixture bid items that have a plan quantity of 1000 tons or less as well as patching, detours, and temporary pavement bid items will be considered small quantity HMA, apply Article 2303.03, E. For items bid in square yards, apply Article 2303.03, E when the plan quantity by weight (estimated with a unit weight of 145 pounds per cubic foot unless otherwise stated on the plans) does not exceed 1000 tons.

b. ~~Apply Article 2303.03, E, for asphalt mixture bid items that have a plan quantity of 1000 tons or less as well as patching, detours, and temporary pavement bid items. For items bid in square yards, apply Article 2303.03, E when the plan quantity by weight (estimated with a unit weight of 145 pounds per cubic foot unless otherwise stated on the plans) does not exceed 1000 tons.~~ For asphalt mixture bid items not considered small quantity HMA, apply Article 2303.03, D.

2303.03, E, 1, General.

Replace the Article:

~~For small quantities, a~~A lot will be the entire quantity of each HMA mixture bid item.

Comments:

Member's Requested Change: (Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)

2303.03, A, 2

a. ~~Apply Article 2303.03, D to asphalt mixture bid items when the plan quantity is greater than 1000 tons.~~ Asphalt mixture bid items that have a plan quantity of 1000 tons or less as well as patching, detours, and temporary pavement bid items will be considered small quantity HMA, apply Article 2303.03, E. For items bid in square yards, apply Article 2303.03, E when the plan quantity by weight (estimated with a unit weight of 145 pounds per cubic foot unless otherwise stated on the plans) does not exceed 1000 tons.

b. ~~Apply Article 2303.03, E, for asphalt mixture bid items that have a plan quantity of 1000 tons or less as well as patching, detours, and temporary pavement bid items. For items bid in square yards, apply Article 2303.03, E when the plan quantity by weight (estimated with a unit weight of 145 pounds per cubic foot unless otherwise stated on the plans) does not exceed 1000 tons.~~ For asphalt mixture bid items not considered small quantity HMA, apply Article 2303.03, D.

2303.03, E, 1, General.

~~For small quantities, a~~A lot will be the entire quantity of each HMA mixture bid item.

Reason for Revision: Small quantity HMA is not specifically defined in 2303.03 and then is referenced in another part of the specification, which can be confusing. This revision will clearly name and define small quantity HMA by using similar terminology in all parts of specification 2303.03. This should also aid in making electronic searches more productive.

New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X
Comments:		
County or City Comments: Not submitted to local agencies as this is a clerical revision.		
Industry Comments: Not submitted to industry as this is a clerical revision.		

Form 510130 (07-24)

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove/John Hart	**Bureau/Office:** Construction and Materials	**Item 7**
Submittal Date: September 2025	**Proposed Effective Date:** April 2026	
Article No.: 2303.03, D, 3, b, 1 **Title:** Production Control	**Other:**	

Specification Committee Action:

Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:
2303.03, D, 3, b, 1

Replace Table 2303.03-4:

Table 2303.03-4: Production Tolerances

Measured Characteristic	Target Value (%)	Specification Tolerance (%) ~~(a)~~
Cold feed gradation No. 4 and larger sieves (a)	by JMF	± 7.0
Cold feed gradation No. 8 (a)	by JMF	± 5.0
Cold feed gradation No. 30 (a)	by JMF	± 4.0
Cold feed gradation No. 200 (a)	by JMF	± 2.0
Daily asphalt binder content (a)	by JMF	± 0.3
Lab voids ~~absolute deviation~~ AAD from target ~~(b)~~	0.0	≤ 1.0
Lab voids PWL	by JMF	± 1.0
Field voids PWL	n/a	0-8.5% 91.5-100% of G_{mm}

(a) Based on single test unless noted otherwise.
~~(b) When lab voids acceptance is not based on PWL.~~

Comments:

Member's Requested Change: **(Do not use '<u>Track Changes</u>', or '<u>Mark-Up</u>'. Use ~~Strikeout~~ and Highlight.)**

Table 2303.03-4: Production Tolerances

Measured Characteristic	Target Value (%)	Specification Tolerance (%) ~~(a)~~
Cold feed gradation No. 4 and larger sieves (a)	by JMF	± 7.0
Cold feed gradation No. 8 (a)	by JMF	± 5.0

Cold feed gradation No. 30 (a)	by JMF	± 4.0
Cold feed gradation No. 200 (a)	by JMF	± 2.0
Daily asphalt binder content (a)	by JMF	± 0.3
Lab voids ~~absolute deviation~~ AAD from target ~~(b)~~	0.0	≤ 1.0
Lab voids PWL	by JMF	± 1.0
Field voids PWL	n/a	0-8.5% 91.5-100% of G_{mm}

(a) Based on single test unless noted otherwise.
~~(b) When lab voids acceptance is not based on PWL.~~

Reason for Revision: The update to the table will now provide production tolerances for PWL which it was previously missing. What item note (a) applies to was clarified and note (b) was deleted as it is no longer needed.

New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X
Comments:		
County or City Comments: Not submitted to local agencies as clerical changes only.		
Industry Comments: Not submitted to industry as clerical changes only.		

Form 510130 (07-24)

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Musgrove/De Vries	**Bureau/Office:** Construction and Materials	**Item 8**
Submittal Date: 9/8/25	**Proposed Effective Date:** April 2026	
Article No.: 2529.03, H, 2, b **Title:** Full Depth Finish Patches	**Other:**	

Specification Committee Action:

Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:

2529.03, H, 2.

Replace Articles b and c:

b. Standard Method.

1) Establish a Mean Roughness Index for the patch plus preexisting pavement, $MRI_{\text{patch plus preexisting pavement}}$.

2) Establish a Mean Roughness Index for the existing pavement on both ends of the patch, $MRI_{\text{preexisting pavement}}$.

3) Compare the $MRI_{\text{patch plus preexisting pavement}}$ to $MRI_{\text{preexisting pavement}}$. Perform surface correction according to Article 2317.04 so that the $MRI_{\text{patch plus preexisting pavement}}$ is less than or equal to the $MRI_{\text{preexisting pavement}}$ when ~~either of the below listed conditions exists:~~ the

~~**a)**~~ $MRI_{\text{patch plus preexisting pavement}}$ exceeds ~~75.0 inches per mile and exceeds~~ $MRI_{\text{preexisting pavement}}$ by more than ~~7.5 inches per mile~~ the tolerance described in Materials I.M. 216.

~~**b)** MRI_{patch} exceeds 90.0 inches per mile and exceeds $MRI_{\text{preexisting pavement}}$.~~

c. Alternate Method.

1) General.

a) Utilize a Profile Index.

b) Utilize zero blanking band.

2) Establish one Average Base Index (ABI) of the pavement for both ends of patch.

3) ~~Calculate a~~ Measure the new Profile Index (PI) for the entire length of the patch plus the pavements on both ends of patch.

4) ~~Calculate a profile index for the entire length.~~ Perform surface correction according to Article 2317.04 ~~to a profile index less than the ABI when either of the below listed conditions exists:~~ when the PI exceeds the ABI by more than the tolerance described in Materials I.M. 216.

~~**a)** New profile index exceeds 12.0 inches per mile and exceeds ABI by more than 2.0 inches per mile.~~

~~**b)** New profile index exceeds 30.0 inches per mile and exceeds ABI~~

Comments:

Member's Requested Change: **(Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)**

a. General.
Test the patch length, and the existing pavement in that lane, for a distance of three times the patch length on both ends of the patch. If a patch occurs near a bridge, an intersection, and so forth, where the proper distance cannot be tested, make up the required total on the other end of the patch. If interference occurs on both ends, test only to the points of interference.

b. Standard Method.
1) Establish a Mean Roughness Index for the patch plus preexisting pavement, $MRI_{patch\ plus\ preexisting\ pavement}$.
2) Establish a Mean Roughness Index for the existing pavement on both ends of the patch, $MRI_{preexisting\ pavement}$.
3) Compare the $MRI_{patch\ plus\ preexisting\ pavement}$ to $MRI_{preexisting\ pavement}$. Perform surface correction according to Article 2317.04 so that the $MRI_{patch\ plus\ preexisting\ pavement}$ is less than or equal to the $MRI_{preexisting\ pavement}$ when ~~either of the below listed conditions exists:~~ the
~~**a)**~~ $MRI_{patch\ plus\ preexisting\ pavement}$ exceeds ~~75.0 inches per mile and exceeds~~ $MRI_{preexisting\ pavement}$ by more than ~~7.5 inches per mile.~~ the tolerance described in IM 216.
~~**b) MRI_{patch} exceeds 90.0 inches per mile and exceeds $MRI_{preexisting\ pavement}$.**~~

c. Alternate Method.
1) General.
a) Utilize a Profile Index.
b) Utilize zero blanking band.
2) Establish one Average Base Index (ABI) of the pavement for both ends of patch.
3) ~~Calculate~~ Measure the ~~a~~ new Profile Index (PI) for the entire length of the patch plus the pavements on both ends of patch.
4) ~~Calculate a profile index for the entire length.~~ Perform surface correction according to Article 2317.04 ~~to a profile index less than the ABI when either of the below listed conditions exists:~~ when the PI exceeds the ABI by more than the tolerance described in Materials I.M. 216.
~~**a) New profile index exceeds 12.0 inches per mile and exceeds ABI by more than 2.0 inches per mile.**~~
~~**b) New profile index exceeds 30.0 inches per mile and exceeds ABI**~~

Reason for Revision: To eliminate an error in the specification.

New Bid Item Required (X one)	**Yes**	**No** X
Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X
Comments:		
County or City Comments:		
Industry Comments:		

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SPECIFICATION REVISION SUBMITTAL FORM

Submitted by: Wes Musgrove	**Bureau/Office:** Construction & Materials	**Item 9**
Submittal Date: 8/29/2025	**Proposed Effective Date:** April 2026	
Article No.: 4151.02, B, 3 **Title:** Pavement Dowel Bars (Steel Reinforcement)	**Other:**	

Specification Committee Action:

Deferred:	**Not Approved:**	**Approved Date:**	**Effective Date:**

Specification Committee Approved Text:

Comments:

Specification Section Recommended Text:

4151.02, B, 3.

Replace the Article:

Furnish dowels, with the exceptions of end of run and header joints, in approved assemblies as shown in the contract documents. Use tubular and elliptical dowels in load transfer assemblies only. Ensure all dowels, including end of run and header dowels, have an epoxy coating. Ensure the coating is applied by the electrostatic spray method complying with the requirements of ASTM A 1078, Type I. ASTM A 1078 Type 2 epoxy powders may be utilized for pavement dowel bars pursuant to meeting requirements of ASTM A 934. Epoxy powders approved for use are listed in Materials I.M. 451.03B, Appendix B. Perform welding and tack welding on reinforcement according to Article 4151.06

Comments:

Member's Requested Change: (Do not use 'Track Changes', or 'Mark-Up'. Use ~~Strikeout~~ and Highlight.)

4151.02, B. Pavement Dowel Bars.

Furnish dowels, with the exceptions of end of run and header joints, in approved assemblies as shown in the contract documents. Use tubular and elliptical dowels in load transfer assemblies only. Ensure all dowels, including end of run and header dowels, have an epoxy coating. Ensure the coating is applied by the electrostatic spray method complying with the requirements of ASTM A 1078, Type I. ASTM A 1078 Type 2 epoxy powders may be utilized for pavement dowel bars pursuant to meeting requirements of ASTM A 934. Epoxy powders approved for use are listed in Materials I.M. 451.03B, Appendix B. Perform welding and tack welding on reinforcement according to Article 4151.06.

Reason for Revision: Update epoxy coating requirements too allow Type II purple epoxy coating. Minnesota DOT will be begin requiring the purple epoxy for pavement dowels in 2026. Thus, manufacturers that supply both states will likely supply Iowa with baskets using the purple epoxy. This spec change will allow either Type I (green A775) or Type II (purple/gray A934) to be used for dowels only.

New Bid Item Required (X one)	**Yes**	**No** X

Bid Item Modification Required (X one)	**Yes**	**No** X
Bid Item Obsoletion Required (X one)	**Yes**	**No** X
Comments:		
County or City Comments:		
Industry Comments:		