



Materials sampling and testing methods and documentation procedures prescribed in chapter 8 of the CMM are mobilized into the contract per standard spec 106.3.4.1 and standard spec 106.3.4.3.1. Asphalt material sampling and testing methods as prescribed in CMM 8.65 are mobilized into the contract per standard spec 301.2.3 and standard spec 460.2.6.

8-65.1 General

Each asphalt binder provided to the project must be tested. A change in supplier or asphalt grade or designation constitutes a new binder.

The number of samples to be taken and the sampling method used must be in accordance with the current version of the Combined State Binder Group Certification Method of Acceptance for asphalt binders and is summarized here within.

Corrected link for Combined State Binder Group

http://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrces/tools/qmp/csbg-policy.pdf

8-65.2 Sampling Asphaltic Materials

The method for sampling asphalt PG binders must be in accordance with the current version of the Combined State Binder Group Certification Method of Acceptance for Asphalt Binders. For all other types of asphaltic materials, see standard spec 455. Regional personnel will be responsible for observing the sampling procedure, filling out and attaching sample tags, and shipping of the samples procured at the job site. They should also make sure the following points are given appropriate attention:

- 1. Sample per CMM 8-50.
2. Solvent or solvent-saturated cloth should not be used to clean the inside of the containers. The insertion of a solvent-saturated glove into the container during handling is an undesirable practice that could contaminate the sample.
3. The sample should always be taken in the containers to be sent to the laboratory. Do not transfer the sample from one container to another.
4. Before sample is taken from the sampling valve, a minimum of 4 L (1 gal) shall be drawn through the sample valve and discarded.
5. The sample containers should be relatively full. A good guide would be to fill the container to within one-inch of the top. In a few instances, insufficient material has been submitted for the required testing. After the container has been properly closed, do not use any cleaning solvent in the area of the closure.
6. After the asphaltic material has been properly sampled and labeled, ship to the laboratory the same day, if feasible. Shipments that take an excessive amount of time to arrive at the laboratory and those inappropriately. Samples should be shipped with a sample tag, DT1352 (a blank form is available for use at this link.) See Figure 1 for an example on what is required to be filled out on the sample tag:

Added example of a completed sample tag.

Figure 1 Asphalt Binder Sample Tag

Table with sample tag information including Project ID (6414-00-78), County (Portage), Region (NC), Description (Village of Plover, Post Road), Limits (Green Drive to Springville Drive), Highway (Bus. 51), Prime Contractor (A-1 Excavating Inc), Asphalt Material (PG 58-28H), Contact Name (Phillip Saeger), Witnessed By (Phillip Saeger), Date Sampled (11/3/2016), Supplier (Midwest Industrial Asphalt Inc.), Sample Number (No.2 Lab#20), Invoice (48180), Tons or Gallons (26.91 ton), and Remarks.



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8-65.3 Certification Method of Acceptance for Asphalt Binders

Acceptance of asphalt binder by the Certification Method provides for acceptance of these materials for use on WisDOT projects upon the producer's or supplier's certification that the product as furnished to the contractor (or purchasing agency) complies with the pertinent specification and/or contract requirements.

A list of certified suppliers can be found in the Combined State Binder Group Certification Method of Acceptance for Asphalt Binders document or on the department's approved product list at:

<http://wisconsindot.gov/Pages/doing-business/eng-consultants/cnslt-rsrcs/tools/appr-prod/default.aspx>

For samples tested by the department with non-complying results, the engineer should ensure that the procedure listed in the Certification Method has been followed (ex: AASHTO T-164).