

ODOT TM 306

PERFORMING A CONTROL STRIP FOR ACP PAVEMENT

A control strip is a field procedure, which provides data to establish roller patterns, which will achieve a maximum density. The method is designed to use the same compaction equipment and materials throughout the project. Changes in materials, compaction equipment, or weather conditions, may require a new roller pattern or verification of the adequacy of the roller pattern being used.



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Control Strip Length – This is equal to the length of the rolling pattern being used for compaction of a section of pavement that has been placed to the specified width and thickness. **Maximum length shall not exceed 500 ft.**

Roller Pass - The passing of a roller over an area (roller width) one time.

Roller Coverage - The rolling of the entire width of pavement one time, including roller overlaps.




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Initial Point - A testing point selected and used to determine the increasing in-place densities of the pavement with successive roller passes.

Test Strip – A new section, after the Initial Point, where the established rolling pattern has been applied. Five in-place densities will be taken at designated offsets to determine uniformity.




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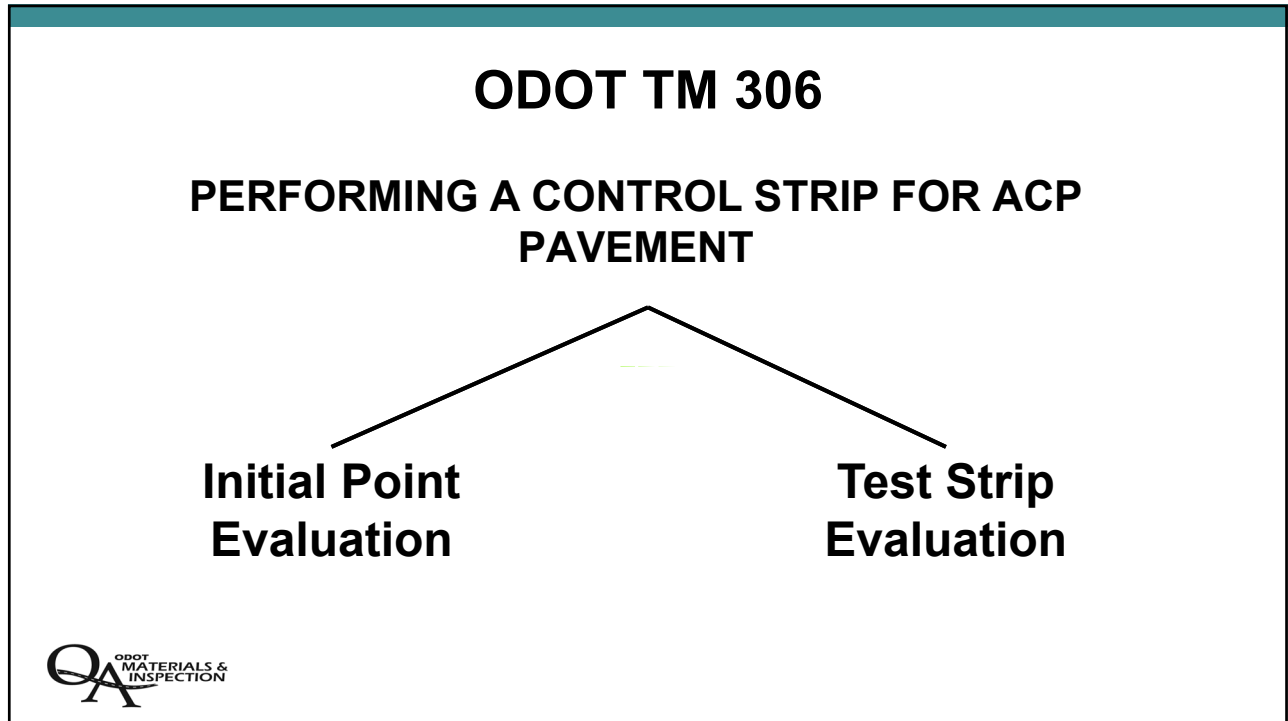
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The procedure is performed in two separate phases using an initial site to collect the roller information and confirming the rolling pattern is consistent and uniform.

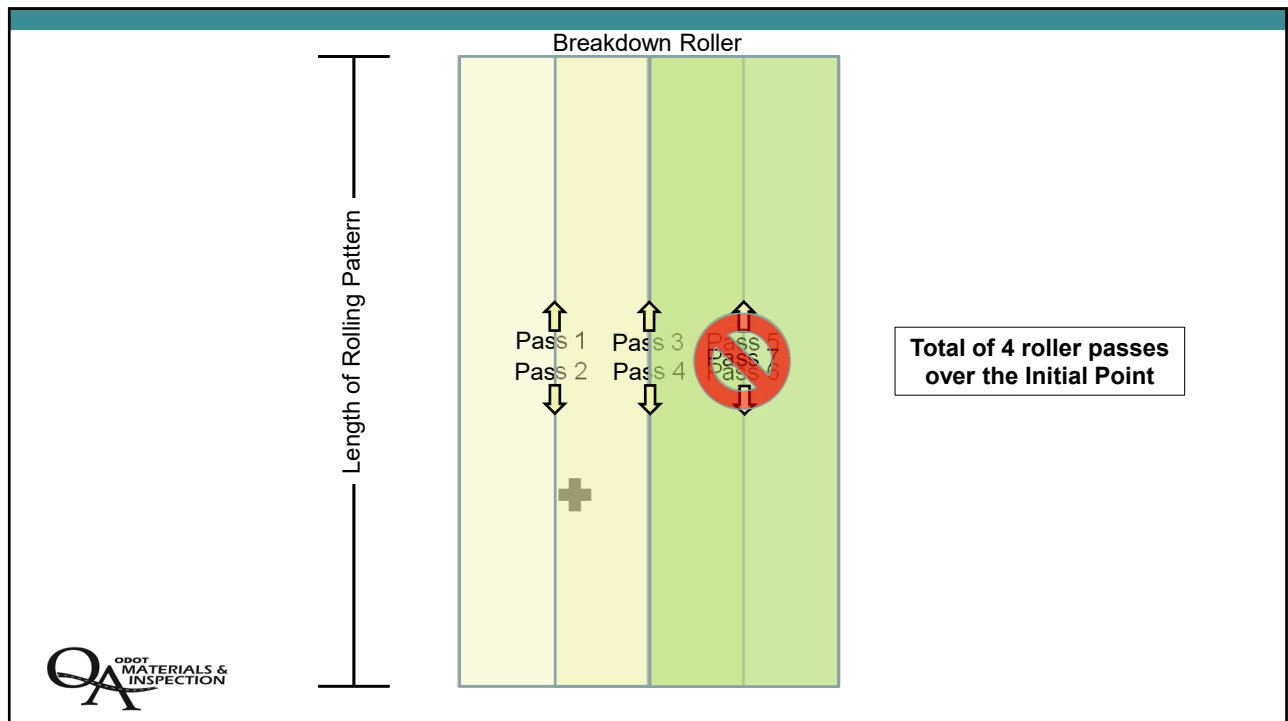
1. An initial point is used to establish the maximum density that can be achieved with a JMF and the compaction equipment used.
2. Using the roller information collected during the initial point evaluation, the optimum rolling pattern is applied to a test strip section and tested to ensure that the optimum roller pattern achieved specified density and uniformity.



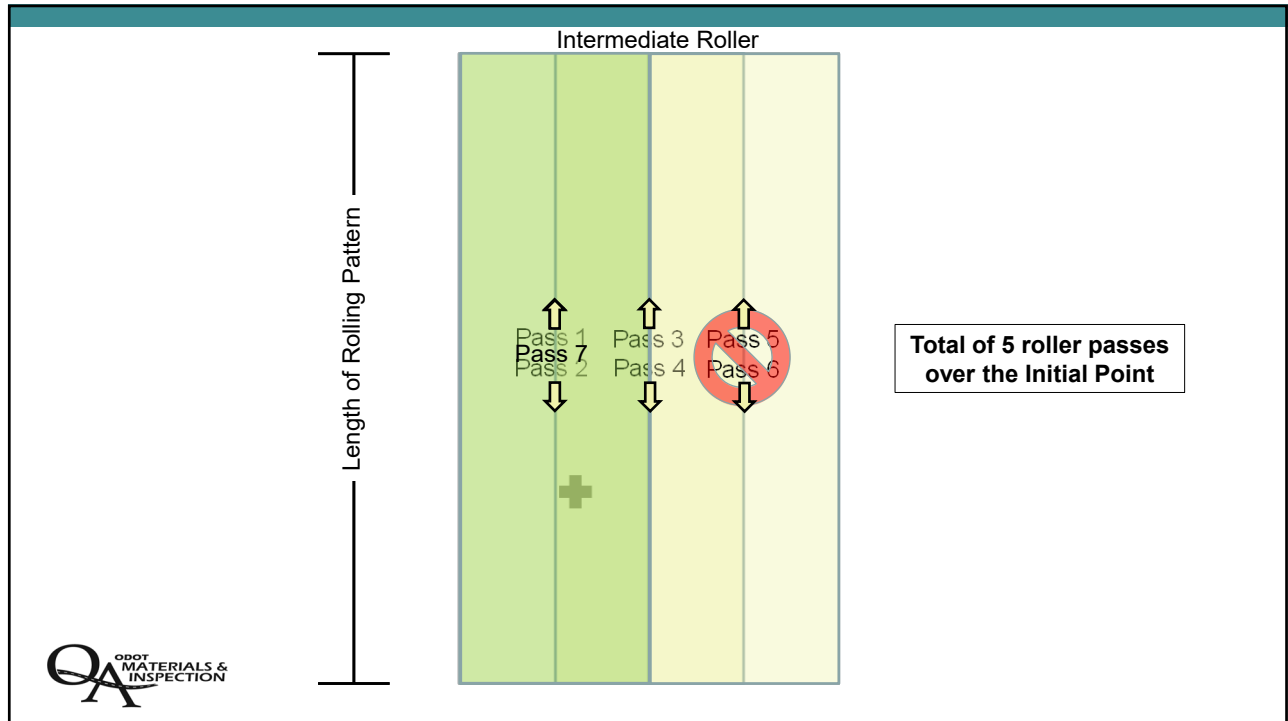
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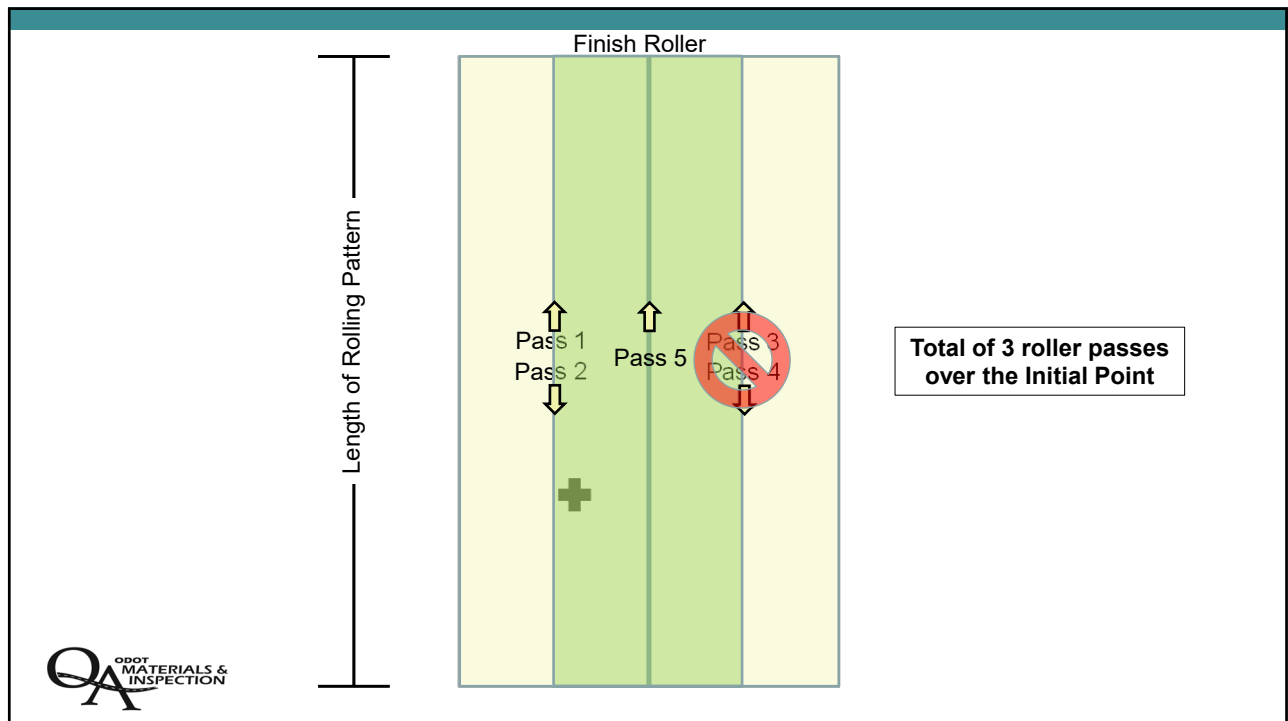
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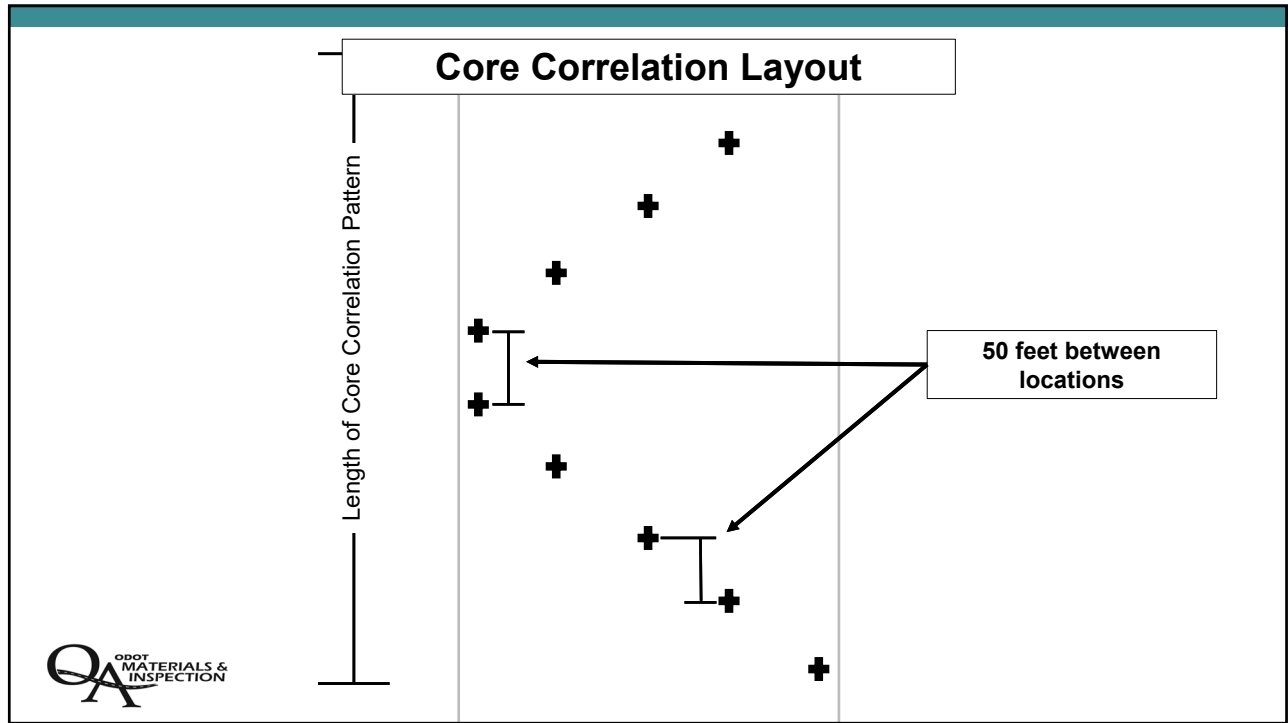
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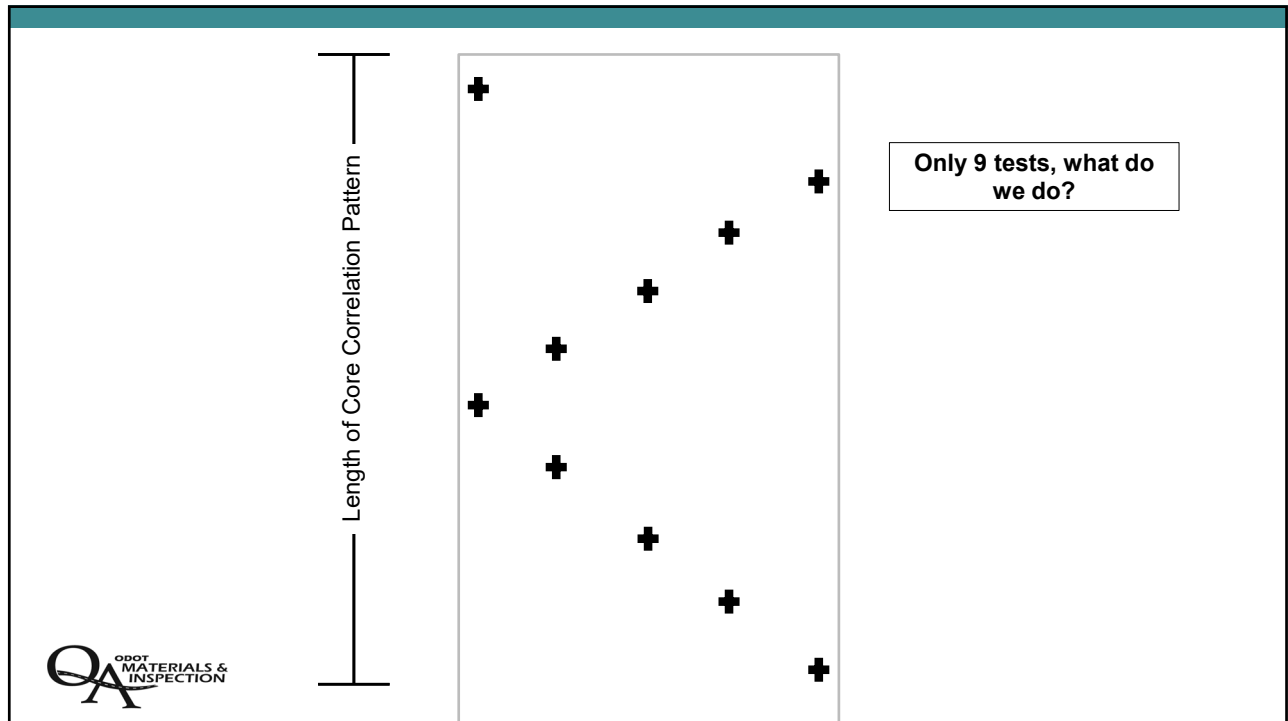
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