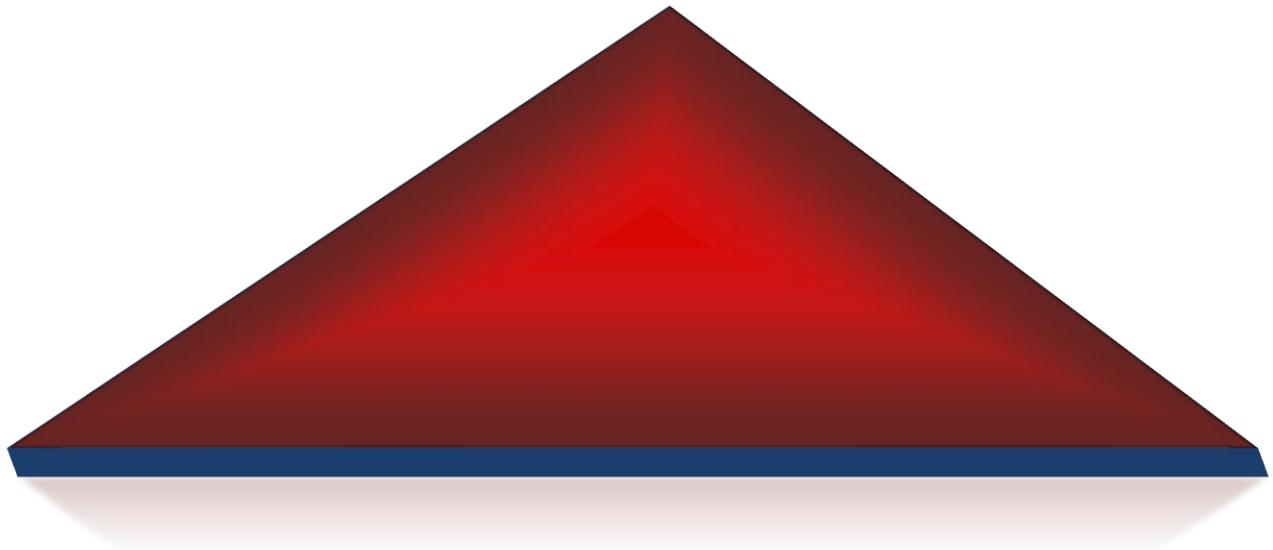


Combined State Binder Group

March 2026



Method of Acceptance for Asphalt Binders

Participating State DOTs:

Iowa

Minnesota

Nebraska

North Dakota

South Dakota

Wisconsin

SUMMARY OF REVISIONS

Revisions to the 2026 edition of the Combined State Binder Group Method of Acceptance for Asphalt Binders are listed below.

Page	Type	Description
3	Change	- Add reference to Tolerance column header in spec tables.
6	Change	- Section 9.4.5: Change reference from MNDOT to Round Robin Coordinator.
6	Change	- Section 9.4.6: Added explanatory language on equipment failure and changed from specific email at IADOT to Round Robin Coordinator.
9	Change	- Update test report contact information for Wisconsin.
11	Change	- Section 15.2.2: Removed metric measurements and updated sample location.
16	Change	- Update department representative contact information for Wisconsin.
19	Change	- Changed supplier MPM to Martin Marietta for Umore Park (Leased by Flint Hills Resources) in Rosemount, MN.

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**COMBINED STATE BINDER GROUP
CERTIFICATION METHOD OF ACCEPTANCE
FOR ASPHALT BINDERS**

1. SCOPE

- 1.1 Acceptance of asphalt binder by the **Certification Method** provides for acceptance of these materials for use on Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin Department of Transportation (Department) projects. Upon the supplier's certification, the product as furnished to the contractor or purchasing agency, complies with the pertinent specification and/or contract requirements. Department projects include state, county and municipal federal aid, and authorized county and municipal state aid projects. To provide bituminous material to Department projects under the Certification Method, a supplier shall comply with the following procedures and requirements.

2. REFERENCED DOCUMENTS

2.1 AASHTO Standards

- M 320 - Performance-Graded Asphalt Binder
- M 332 - Performance-Graded Asphalt Binder Using Multiple Stress Creep Recovery (MSCR) Test
- R 28 - Accelerated Aging of Asphalt Binder Using a Pressure Aging Vessel (PAV)
- R 29 - Grading or Verifying the Performance-Grade (PG) of an Asphalt Binder
- R 66 - Sampling Asphalt Materials
- R 92 - Evaluating the Elastic Behavior of Asphalt Binders Using the Multiple Stress Creep Recovery (MSCR) Test
- T 44 - Solubility of Bituminous Material
- T 48 - Flash and Fire Points by Cleveland Open Cup
- T 240 - Rolling Thin-Film Oven Test
- T 313 - Determining the Flexural Creep Stiffness of Asphalt Binder Using the Bending Beam Rheometer (BBR)
- T 315 - Standard Method of Test for Determining the Rheological Properties of Asphalt Binder Using a Dynamic Shear Rheometer (DSR)
- T 316 - Viscosity Determination of Asphalt Binder Using Rotational Viscometer
- T 350 - Multiple Stress Creep Recovery (MSCR) Test of Asphalt Binder Using a Dynamic Shear Rheometer

2.2 ASTM Standards

- D8 - Standard Terminology Relating to Materials for Roads and Pavements
- D3665 - Standard Practice for Random Sampling of Construction Materials
- D7553 - Standard Test Method for Solubility of Asphalt Materials in N-Propyl Bromide
- D8078 - Standard Test Method for Ash Content of Asphalt and Emulsified Asphalt Residue

3. TERMINOLOGY

- 3.1 **Additives** - A material blended with the asphaltic binder (e.g., liquid anti-strip, warm mix additive, adhesion aid, etc.) or the aggregate (e.g., lime, hydrated lime, cement, etc.) to enhance the characteristics of the final blend of hot mix asphalt without altering the performance grade of the binder. Examples of additives are silicone, anti-strip additives, warm mix additives, and compaction aids.
- 3.2 **Approved Quality Control Plan** - A comprehensive program designed to verify, assess, and track the quality of asphalt binders delivered to department projects.
- 3.3 **Department Projects** include any state, county or municipal project that is authorized and funded with federal aid. This additionally includes the point of placement and any production facility making mix for placement on Department Projects.
- 3.4 **Department Representatives** – Combined State Binder Group member state representatives list in Section 18.
- 3.5 **PGAB** - Performance Graded Asphalt binder.
- 3.6 **PMAB** - Polymer-modified asphalt binder.
- 3.7 **Hot Mix Asphalt Plant** - See Plant definition.
- 3.8 **Plant** - A hot mix asphalt (HMA) plant is the facility that is used to produce HMA. HMA paving materials are a mixture of size-graded, high-quality aggregate (which can include reclaimed asphalt pavement (RAP), and liquid asphalt cement, which is heated and mixed in measured quantities to produce HMA. An HMA plant can be constructed as a permanent plant, a skid-mounted (easily relocated) plant, or a portable plant.
- 3.9 **Modifiers** - Modifiers (for the purposes of this document) are defined per M 320 and M 322 as organic materials of suitable manufacture that are used in virgin or recycled condition and that dissolve, disperse, or react in asphalt binder to enhance its performance. This material is blended with the asphaltic binder to enhance the characteristics of the asphaltic binder by modifying the performance grade of the binder. Commonly used modifiers are polyphosphoric acid, styrene butadiene and elastomers, rejuvenators, bio-oils, ground tire rubber, extenders (such as Re-refined Engine Oil Bottoms (REOB)), and petroleum distillates. Polymer additives generally range from one to three percent, with increases to as much as seven percent for some applications. Crumb rubber (Ground Tire Rubber) can range from as little as five percent to as much as twenty percent by weight of the total binder, depending on the properties being targeted.
- 3.10 **Supplier** - A Supplier shall be defined as one who produces, stores with intent to sell or distribute, or supplies the final product or makes a blend or modification that alters the properties of the PGAB specified in M 320 or M 332 prior to final shipment to Department projects. A Supplier may be a refinery, terminal, secondary storage facility, or an HMA producer. For example, if any modification of PGAB is made at the terminal, the terminal shall be the supplier and must provide certification, or if any modification or blending of PGAB from different sources are made at the HMA plant, the HMA producer shall be the supplier and must provide certification.

4. SIGNIFICANCE AND USE

- 4.1 Certification of asphalt suppliers allows shipment to department projects without unnecessary delays. The certification method evaluates quality control plans and specification compliance tests performed on asphalt samples before shipping.
- 4.2 If one certified supplier sells to another certified supplier and material is delivered directly to a project, the supplier selling the material to the second supplier is responsible for submitting the daily and bi-weekly QC data to the DOT's as required by the CSBG document.

5. HAZARDS

- 5.1 All safety requirements of the field and/or laboratory organization and/or OSHA shall be observed.

6. GENERAL REQUIREMENTS

- 6.1 The supplier shall have laboratory facilities and qualified personnel available to perform all specification tests and maintain an acceptable quality control program. The supplier shall maintain records of all quality control testing completed in the production of asphaltic materials. These test records shall be available at all times for examination by the Department's designated representatives and for a period of five (5) years after use on a project.
- 6.2 The supplier shall have a transport tank inspection procedure in place for the inspection of each transport tank prior to loading to ensure suitability for loading and freedom from contaminants. The transport tank inspection procedure shall be listed in the approved quality control plan. See Section 8 for QC Plan requirements.
- 6.3 Continuing acceptance of materials under this process is contingent upon satisfactory compliance with procedures and conformance of materials to requirements as determined by test results for refinery/terminal samples and verification field samples witnessed by project personnel.
- 6.4 The tolerances (column "Tol") shown in the *Performance Graded Binder and Test Method Tolerances Tables* on pages 20 and 21 are for use by the Department when comparing to supplier data. All data received from the supplier is expected to meet the base specification values shown in the Table, unless it is agreed that a bias exists, based on the results of the Combined State Binder Group Round Robins.
- 6.5 If a modifier (as defined in Terminology), is used in formulating a binder, the supplier shall assign the modifying process with a unique name and type of modification to be provided to the department for tracking and monitoring purposes. Each modified binder's unique name, along with its components, shall be listed in the Quality Control Plan. This information will be kept within the CSBG.
- 6.6 All non-bituminous components added to the binder prior to the sampling point for binder certification shall be included on the asphalt binder certificate of analysis. This will identify their presence but shall not include actual dosage. All non-bituminous components added after the certification sampling point, and prior to transport, shall be included on the bill of lading. All non-bituminous components added to the binder at the HMA plant shall be identified on the HMA plant documentation.
- 6.7 The department shall be notified of PG grade and/or supplier changes prior to use on

Department projects.

7. QUALIFYING FOR CERTIFICATION

- 7.1 In order to provide asphaltic material to Department projects under the **Certification Method**, a supplier shall comply with the following procedures and requirements.
- 7.2 Application for Combined State Binder Group Certification Submittal Requirements:
 - 7.2.1 Suppliers requesting certified status for supplying material from their individual facilities shall make application in writing to the Department's representative who will arrange for and authorize the use of the Certification Method of Acceptance. This request should present complete information regarding the supplier's quality control program and should include:
 - 7.2.1.1 Cover letter indicating desire to become a Combined State Binder Group Certified Source.
 - 7.2.1.2 Manufacturer local contact name, address, phone number and email address.
 - 7.2.1.3 Safety Data Sheets for asphalt grades supplied.
 - 7.2.1.4 Review the following and provide the applicable information.
- 7.3 A supplier's certification will remain in effect until denied by the certification program authority or until subsequent re-approval following another inspection. A yearly application in writing need not be made.
- 7.4 It is intended that facility inspections will be made annually by the Department. The inspections will include reviewing sampling and testing procedures, quality control, and facility changes. Identification and inspection of tanks will be done at this time, as well. Suppliers shall designate and identify tanks that will be used for supplying each grade of asphaltic material for Department projects. The Department inspector will verify that acceptable storage and sampling procedures will be adhered to.
- 7.5 Suppliers will have their requests for certification approved by the Department.
- 7.6 The Departments' Districts/Regions will be notified when suppliers become certified.
- 7.7 The Department inspector shall be permitted to visit asphalt facilities any time during working hours and in the company of appropriate supplier personnel.
- 7.8 Certification of a supplier by one of the Combined State Binder Group members will be accepted by all the member states. Once certified the supplier's name will be added to the Combined State Binder Group Certified Supplier List and round robin mailing list.

8. QUALITY CONTROL PLAN MINIMUM REQUIREMENTS

Demonstration of Manufacturing Ability, Manufacturer Quality Control Program, Availability and Manufacturing/Testing/Serviceing Capability requirements. Quality Control Plans will be reviewed annually.

8.1 QC plan shall identify the following:

- 8.1.1 Facility type: terminal, refinery, secondary storage or HMA plant.
- 8.1.2 Facility Location: Street Address, State, Postal Zip Code.
- 8.1.3 Contact information of person responsible for Quality Control at the facility.
- 8.1.4 Contact information for supplier's Quality Control manager.
- 8.1.5 Name and location of Quality Control lab performing Quality Control testing.
- 8.1.6 Quality Control Tests performed.
 - 8.1.6.1 Type of Quality control tests.
 - 8.1.6.2 Testing frequencies.
 - 8.1.6.3 Program for maintaining test and shipping records.
 - 8.1.6.4 Process for the electronic transmittal of daily QC and bi-weekly test results to the Department(s) representative(s) at a frequency required by this document.
- 8.1.7 Procedure to report and handle non-compliant material. The supplier shall, at a minimum, include:
 - 8.1.7.1 Immediately notifying the agency affected of the shipment in question.
 - 8.1.7.2 Identifying the PG grade, tanker, and manifest number of the material.
 - 8.1.7.3 Ceasing shipment until binder complies with CSBG specification.
 - 8.1.7.4 Notifying the affected agency prior to resuming shipping.
 - 8.1.7.5 Implementing mutually agreed upon procedures for disposition of the binder. Agency affected will have ultimate authority in the decision of specification compliance.

9. SAMPLING AND TESTING BY SUPPLIER

9.1 Minimum Annual Requirements

- 9.1.1 Prior to the start of the shipping season, adequate testing shall be performed to identify characteristics of tank materials on-hand. Prior to shipping bi-weekly sample testing (see sub-section 9.3) shall be completed on a minimum of one sample for each grade of asphaltic material anticipated to be shipped to Department projects.
- 9.1.2 It is intended that facility annual inspections would be made at this time.
- 9.1.3 Participation in Combined State Binder Group "Round Robin" Program will be a requirement, as detailed in Subsection 9.4.
- 9.1.4 This testing will constitute the minimum annual requirements by the Certification method of Acceptance Program for continuation of a supplier certification.

9.2 Daily Requirements

9.2.1 *Sampling.* One sample from the tank or blender representing each grade of material shipped for Department work. For material shipped from tanks, the sample may be taken from the tank, from the line during loading, or from the loaded transport. Material produced from a blender may be sampled from the line during loading or from the loaded transport.

9.2.2 *Required Tests.*

Performance Graded Binder:

Brookfield Viscosity (AASHTO T 316) or Dynamic Shear (AASHTO T 315).

NOTE: Dynamic Shear (AASHTO T 315) testing is required if the material is modified.

9.2.3 *Report.* Send a record of daily quality control results to the Department central laboratory on an approximate bi-weekly basis unless otherwise directed by the department.

9.3 Bi-Weekly Requirements

9.3.1 *Sampling.* Sample as for 9.2 1.

9.3.2 *Required Tests.* All the tests listed in section 19. *Schedule Of Required Tests* for performance graded binder material.

9.3.3 *Report.* Send report of test results to the Department central laboratory when completed.

9.4 Combined State Binder Group “Round-Robins”

9.4.1 *General.* Combined State Binder Group will send a “Round Robin” PG-Binder sample to each supplier, with typically three (3) samples annually.

9.4.2 *Purpose.* To provide data about the repeatability and reproducibility of the applicable PG binder test methods.

9.4.3 *Report.* Send an Excel report of test results to the designated e-mail address when completed.

9.4.4 *Summary.* The Combined State Binder Group will compile a summary report and distribute to all participants. Each supplier’s data will remain confidential.

9.4.5 *Notification of Outliers.* The Combined State Binder Group will notify “Round-Robin” participants of any tests for which their data was determined to be a statistical outlier. An outlier is defined as that data which is outside of three standard deviations from the average. The determination of outliers is an iterative process. The notification will be sent in an e-mail to the participant. The participant shall have 30 days to provide the Round Robin Coordinator with a response as to the apparent cause of the outlier. This information will be shared with the other Departments.

9.4.6 *Equipment Failures.* In the case of missing data due to equipment failures, labs will be required to respond to the Combined State Binder Group in an e-mail to the Round Robin Coordinator with a resolution to the equipment failures. This information will be shared with the other Departments.

10. LOSS OF CERTIFICATION

- 10.1 Certification will be withdrawn from suppliers when one or more of the following conditions exist.
 - 10.1.1 Inability to consistently supply material meeting specifications as measured by non-compliance for three (3) consecutive project samples according to Department test results for a specific grade.
 - 10.1.2 Failure to participate in all Combined State Binder Group “Round-Robins” during any one year. Exceptions will be made for equipment failure. Labs will be required to respond with resolution of equipment failure(s), as detailed in Subsection 9.4.6.
 - 10.1.3 Failure to respond to notification of outlying labs in writing within the given timeframe, as detailed in Subsection 9.4.5.
 - 10.1.4 Lack of maintenance of required records.
 - 10.1.5 Improper documentation of shipments as defined in Section 14.
 - 10.1.6 Failure to maintain an acceptable quality control program.
 - 10.1.7 Failure to provide quality control testing data as required by the Combined State Binder Group Certification Method.
- 10.2 Decertification of suppliers will be by the Department. Notification will be in writing. Combined State Binder Group members will be copied on Decertification letter.
- 10.3 If a supplier loses certification materials may be accepted for a three-month period (see Section 12) while awaiting recertification. Procedures may require pre-testing and approval of materials before use and/or increasing the frequency of sampling and testing at the job site (refer to Section 9.2. of this procedure). The Department's costs for pre-testing and increasing sampling and testing of materials will be paid by the supplier/contractor or their agent unless other arrangements are agreed upon by the Department. Decertification by one Department will constitute decertification for the entire Combined State Binder Group.

11. DISPUTE RESOLUTION

- 11.1 If a supplier disputes test results by a Combined State Binder Group member state and testing difference cannot be resolved the supplier can request dispute resolution.
- 11.2 An investigation shall be completed on causes for dispute. Combined State Binder Group Round Robin data, AASHTO re:source PSP, and individual verification sample test data will be reviewed to determine the cause of the discrepancy.
- 11.3 If investigation does not resolve the dispute, a written notification of dispute resolution by the supplier must be sent to the Department(s) Representative(s).
- 11.4 Supplier and Agency shall agree on a third-party lab to assist with dispute resolution.
- 11.5 Combined State Binder Group will provide a list of AASHTO re:source accredited laboratories to do third party testing or one of the Combined State Binder Group member labs may be selected.
- 11.6 A minimum of three split samples are recommended (results in three three-way comparisons.)
- 11.7 If testing costs are incurred the supplier will pay for lab testing initially.
- 11.8 The results from the third-party lab will determine the final outcome.

12. QUALIFYING FOR RECERTIFICATION

- 12.1 If a supplier has lost certification and seeks to be recertified the following is required:
 - 12.1.1 Fulfill the requirements of Section 7, "Qualifying for Certification", of this procedure.
 - 12.1.2 Submit documentation to the Department's Representative explaining why decertification occurred and the actions the supplier has taken to correct the problems identified by the Department.
- 12.2 A maximum of three months (of normal production) will be allowed for a supplier to regain certified status under this procedure. If, after that time, the Department determines that the supplier has not attained satisfactory status for certification, material from that source will not be accepted for use on Department projects. The Departments' Districts/Regions will be notified of this action. Decisions regarding the future qualification for certification of a supplier, affected by the above process, shall be at the Departments' discretion.

13. TEST REPORTS (required by Section 9)

13.1 The supplier chief chemist (or other representative) shall certify test reports for samples and submit them to the Department's Representative. This test information will be evaluated and filed for future reference. The reports shall be sent to:

IOWA	Iowa Department of Transportation Office of Construction and Materials 800 Lincoln Way Ames, IA 50010 ATTN: John Hart E-Mail: John.Hart@iowadot.us
MINNESOTA	Minnesota Department of Transportation Office of Materials and Road Research 1400 Gervais Avenue Maplewood, MN 55109 ATTN: Christopher Cox E-Mail: Christopher.Cox@state.mn.us
NEBRASKA	Nebraska Department of Transportation Materials and Tests Division 1400 NE Hwy 2 Lincoln, NE 68502 ATTN: Asad Sahak E-Mail: Asadullah.sahak@nebraska.gov
NORTH DAKOTA	North Dakota Department of Transportation Materials and Research Division 300 Airport Road Bismarck, ND 58504 ATTN: Bobby Usher E-Mail: bousher@nd.gov
SOUTH DAKOTA	South Dakota Department of Transportation Materials Laboratory 104 S. Garfield, Bldg B Pierre, SD 57501 ATTN: Shea Lemmel E-Mail: Shea.Lemmel@state.sd.us
WISCONSIN	Wisconsin Department of Transportation Truax Center 3502 Kinsman Boulevard Madison, WI 53704 ATTN: Jon Schave E-Mail: jon.schave@dot.wi.gov

14. CERTIFICATION OF SHIPMENTS AND DOCUMENTATION

14.1 A shipping ticket (Bill of Lading) shall be prepared for each truck shipment identifying the following:

- Supplier
- Location
- Grade of Asphaltic Material
- Unique Name (as referenced in subsection 6.5)
- Additives (e.g., silicone, anti-strip etc.)
- Truck Number
- Supplier's Tank Number (from which the truck was loaded)
- Average Unit Weight
- Quantity
- Date and Time of Loading

Additionally, provide a statement certifying that the material complies with Combined State Binder Group requirements and Department Specifications, either accompanying or directly on the shipping ticket. The company invoice or manifest form may be used for this purpose.

Note: Iowa DOT additionally requires a contract or project number on the shipping ticket.

14.2 In addition to the usual contractor's copy of the shipping ticket, a copy (South Dakota DOT to receive two copies) of the shipping ticket containing the certification language for each truck shipment shall also be made available to the project engineer at the project site.

14.3 The Department's Representative will furnish a list of certified suppliers to the districts/regions.

14.4 Only material shipped from a certified supplier directly to the project site will be accepted as certified material. Material shipped to, and unloaded into, a secondary storage facility and subsequently shipped to state work will **not** be accepted as certified material unless that secondary facility has been certified and is operating in full compliance with these procedures. Modification at the HMA plant will not be accepted unless the plant is certified as a supplier.

14.5 If specification compliance testing shows the material does not conform to Combined State Binder Group specifications the non-compliant material shall not be shipped and affected Department(s) shall be notified per QC Plan.

15. SAMPLES OBTAINED BY THE STATE

15.1 Refinery/Terminal Samples

- 15.1.1 The Department shall have the option to obtain random samples at the source of supply. Samples shall be taken by supplier personnel at the request and under observation of an authorized Department representative. The supplier shall have equipment and facilities available to obtain samples safely.

15.2 Verification Field Samples

15.2.1 IOWA:

The supplier or contractor personnel will obtain samples of material at the project site under the observation of a Department representative. The sampling rate will be one per day. For contracts with less than approximately 40 Mg (45 tons) of asphalt, sampling may be waived.

Sampling shall be accomplished in accordance with Iowa Instructional Memorandum (I.M.) 323, "Method of Sampling Asphaltic Materials."

In addition, project personnel will obtain samples as directed by the project engineer to adequately monitor material quality at the plant for alterations made to the site storage, HMA plant handling process, or if modification is occurring at the HMA plant.

15.2.2 MINNESOTA:

The supplier or contractor personnel will obtain samples, under the observation of a Department representative, by random selection from shipments of material at the project site. The samples shall be taken from the first load and subsequently one sample per 1000 tons for each supplier and grade of asphalt binder per contract. For contracts with less than approximately 25 tons (one truck transport) of asphalt, sampling may be waived.

Sampling shall be accomplished by taking a one-quart sample of material from a sampling valve located between the pump and the drum in accordance with AASHTO R66.

In addition, project personnel will obtain samples as directed by the project engineer to adequately monitor material quality at the plant for alterations made to the site storage, HMA plant handling process, or if modification is occurring at the HMA plant.

15.2.3 **NEBRASKA:**

The Contractors Certified Sampling Technician will obtain samples of material at the job site under the observation or assistance of the Department representative. The sampling rate will be a minimum of one (1) per each 200 tons of liquid binder grade per contract. A minimum of one (1) sample will be taken per project.

One sample will consist of one (1) two-liter (two-quart) can of material taken from the line between the storage tank and mixer or from the tank supplying material to the line, at a location at which material sampled is representative of the material in the line to the mixer. Sampling shall be accomplished in accordance with AASHTO R66.

In addition, project personnel will obtain samples as directed by the project engineer to adequately monitor material quality whenever blending of binders of different grades of binders from different suppliers is taking place. These samples will be taken at the start of production following the blending at locations defined above.

15.2.4 **NORTH DAKOTA:**

NDDOT project personnel will observe the contractor obtain samples from material delivered to the project site. The sampling rate will be a minimum of one sample for every 250 tons (225 Mg) for each supplier and grade of asphalt cement, or fraction thereof. The sample shall be taken randomly within each 250 tons (225 Mg) of material.

A sample will consist of taking two 1-liter (one-quart) samples from the designated transport. The first sample will be used for testing, the second sample will be a check. Both samples will be sent to the NDDOT Central Lab.

Samples will be identified with the following information written on the can:

Project Number-Field Sample Number

Manifest Number-PG Grade

Asphalt Supplier-Date

Original or Check

Project personnel will also obtain samples as directed by the project engineer at any time additional samples are determined to be necessary.

15.2.5 **SOUTH DAKOTA:**

The supplier or contractor personnel will obtain samples of material at the project site under the observation of a Department representative. The sampling rate will be in accordance to the South Dakota Department of Transportation Materials Manual, “Minimum Sample and Test Requirements”, section 1.1B (3).

The sampling method will be in accordance to SD 301 section 3.2C in the South Dakota Department of Transportation Materials Manual.

In addition, project personnel will obtain samples as directed by the project engineer to adequately monitor material quality at the plant for alterations made to the site storage, HMA plant handling process, or if modification is occurring at the HMA plant.

15.2.6 **WISCONSIN:**

The supplier or contractor personnel will obtain samples, under the observation of a project engineer, at the HMA plant site.

For contracts greater than 1,000 ton of mix, obtain an in-line sample at a rate of one, one-liter (one-quart) sample per 15,000 tons of mix for each supplier and grade of asphalt binder, or fraction thereof.

For contracts with 1,000 ton of mix or less, one, one-liter (one-quart) non-random in-line sample may be obtained at the discretion of the project engineer.

For all contracts, one, one-liter (one-quart) non-random truck transport sample may be obtained at the discretion of the project engineer.

In addition, obtain samples as directed by the project engineer at any time extra samples are deemed necessary.

15.2.6.1 **Truck Transport:** Sampling shall be accomplished by obtaining a one-liter (one-quart) sample of material representing the middle third of the load from a sample valve attached to the transport in accordance with [WisDOT's Manual of Test Procedures](#), WTM R66 section 8.

15.2.6.2 **In-Line:** Sampling shall be accomplished by obtaining a one-liter (one-quart) sample of material from an in-line sample port between the storage tank and mixer as described in [WisDOT's Manual of Test Procedures](#), WTM R66 section 11.

16. ACCEPTANCE OF ASPHALT BINDER NOT ON THE APPROVED LIST

16.1 It is the intention of the Departments to encourage suppliers to become certified according to this procedure. Procedures may require pretesting and approval of materials before use and/or increasing the frequency of sampling and testing at the job site (refer to Section 9.2. of this procedure). The Department's costs for pretesting and increased sampling and testing of materials will be paid by the supplier/contractor or their agent unless other arrangements are agreed upon by the Department.

17. SAMPLES TESTED BY THE STATE WITH NON-COMPLYING RESULTS

17.1 Should a sample tested by the Department show noncompliance actions will be taken to investigate the sample failure. The purpose of the investigation(s) will be to quickly obtain information to either substantiate the failure data or to provide conclusive evidence that the reported failure is unreliable. There are two types of samples to be considered:

17.1.1 Refinery/terminal random samples taken by the supplier under observation of an authorized Department representative at the shipping refinery or terminal.

17.1.2 Verification field samples taken under the direction of the Department's project personnel at the project site.

17.2 Refinery/Terminal Samples

17.2.1 If a sample obtained by an authorized Department representative at a supplier plant shows test results out of specification limits, the process of resolving the sample failure will include the following actions as appropriate:

17.2.1.1 The Department will notify the supplier.

17.2.1.2 The Department and supplier together will determine the quantity and location(s) of the material in question.

17.2.1.3 The Department will retest the sample as determined necessary to confirm or disaffirm the original test result(s).

17.2.1.4 If material is in transit to or at Department projects, the district/region(s) will be notified.

17.2.1.5 The Department will increase the frequency of sampling at the project site(s) involved.

17.2.1.6 The Department will investigate and review all pertinent test data.

17.2.1.7 The Department's Representative will collect and compile all information, including any from the supplier and district/region(s), and prepare a report with explanations to resolve the sample problem. A copy of the report will be distributed to the district/region, contractor, and supplier.

17.2.1.8 The supplier shall take corrective action, as warranted, and submit an explanation to the Department.

17.2.1.9 The Department will determine when the sample is adequately investigated and resolved, and the supplier is consistently furnishing specification material.

17.3 Verification Field Samples

- 17.3.1 If a sample obtained by the Department at a project site shows test results out of specification limits, the process of resolving the sample failure will include the following actions as appropriate:
- 17.3.1.1 The Department will notify the District/Region and verify that all information sent with the sample is accurate. The District/Region will notify the contractor. The District/Region will arrange for project personnel to investigate all aspects of procuring, handling and submitting the sample for testing. The quantity and location of material in question will be determined. The District/Region will report findings to the Department's Representative.
 - 17.3.1.2 The Department will notify the supplier who will arrange to investigate all aspects of loading, handling, and delivery of the material in question. The supplier shall report findings to the Department's Representative.
 - 17.3.1.3 The Department will conduct retesting of the sample as determined necessary to confirm or disaffirm the original test result(s).
 - 17.3.1.4 The Department will increase the frequency of sampling at the project site.
 - 17.3.1.5 The Department's Representative will collect and compile all information from the District/Region and supplier investigations and prepare a report. The Department will determine when the sample has been adequately investigated. The report will contain data with an analysis of information and recommendations for the district/region to resolve the sample problem. A copy of the report will be distributed to the district/region, contractor, and supplier.
 - 17.3.1.6 The Department will issue the standard report of tests for the sample showing the failing test result(s).
 - 17.3.1.7 The District/Region will make the final decision for resolving the sample problem. Generally, the District/Region will accomplish this with input from the Department Representative and supplier. The Department's report of investigations (from step 5 above) will be used in the decision-making process. The District/Region will notify the contractor. Should the decision involve reduced payment for material(s) in question, standard Department practices will be followed and administered by the District/Region. The contractor will be notified in writing of reduced payments.
 - 17.3.1.8 The supplier shall implement corrective measures suggested by the investigation and notify the Department of actions taken.
 - 17.3.1.9 The Department will recommend changes based on the outcome of the completed investigation.

18. DEPARTMENT REPRESENTATIVES:

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19. SCHEDULE OF REQUIRED TESTS

Test	Test Method	Frequency
Flash Point	AASHTO T 48	3x / year
Brookfield Viscosity	AASHTO T 316	
Dynamic Shear	AASHTO T 315	1x / 2 weeks (Bi-weekly sample) [Section 9.3]
Rolling Thin Film Oven Test	AASHTO T 240	
a. Change of Mass	AASHTO T 240	
b. Dynamic Shear	AASHTO T 315	
Accelerated Aging (PAV)	AASHTO R 28	
a. Dynamic Shear	AASHTO T 315	
b. Creep Stiffness	AASHTO T 313	
Multiple Stress Creep Recovery Test	AASHTO T 350	
Direct Tension	AASHTO T 314	As Needed

NOTES:

- All testing shall be in accordance with the applicable standard methods of the American Association of State Highway and Transportation Officials (AASHTO).
- Application for Combined State Binder Group Certification Submittal Requirements:
 Submittal package should include:
 - Cover letter indicating desire to become a Combined State Binder Group Certified Source.
 - Manufacturer local contact name, address, phone number and email address.
 - Safety Data Sheets for asphalt grades supplied.
 - Review the Method of Acceptance document and provide the applicable information.
- Copies of this document can be obtained from:
 - Combined State Binder Group website:
<https://engineering.purdue.edu/~csbg/method.html>
 - Any Combined State Binder Group representative.

Combined State Binder Group Certified Supplier List

For the latest supplier list, visit: <https://engineering.purdue.edu/~csbg/method.html>

Supplier	Location
Asphalt Materials, Inc.	Cicero, IL
Bit Mat Products	South Bend, IN
Bituminous Material & Supply	Des Moines, IA
Bituminous Material & Supply	Tama, IA
Bituminous Roadways, Inc.	Inver Grove Hts., MN
Border Chemical (Western Asphalt Products)	Winnipeg, Manitoba (Canada)
BP Products North America, Inc.	Bartlett, IL
BP Products North America, Inc.	Calumet, IL
BP Products North America, Inc.	Whiting, IN
Calumet Specialty Products.	Great Falls, MT
Cenovus Energy, Inc.	Lloydminster, Alberta (Canada)
Cenovus Energy, Inc.	Winnipeg, Manitoba (Canada)
Cenovus Energy, Inc.	Yorkton, Saskatchewan (Canada)
CHS	Grand Forks, ND
CHS	Hardin, MT
CHS	Laurel, MT
CHS	Mandan, ND
Construction Resources Management, Inc.	Gladstone, MI
Construction Resources Management, Inc.	Green Bay, WI
Construction Resources Management, Inc.	Milwaukee, WI
Construction Resources Management, Inc.	Waukesha, WI
Emulsicoat, Inc.	Utica, IL
Ergon Asphalt and Emulsions, Inc.	Cheyenne, WY
Flint Hills Resources Pine Bend, LLC	Algona, IA
Flint Hills Resources Pine Bend, LLC	Davenport, IA
Flint Hills Resources Pine Bend, LLC	Dubuque, IA
Flint Hills Resources Pine Bend, LLC	Green Bay, WI
Flint Hills Resources Pine Bend, LLC	Marshall, MN
Flint Hills Resources Pine Bend, LLC	Omaha, NE
Flint Hills Resources Pine Bend, LLC	Rosemount, MN
Flint Hills Resources Pine Bend, LLC	Savage, MN
Flint Hills Resources Pine Bend, LLC	Stevens Point, WI
Flint Hills Resources Pine Bend, LLC	West Fargo, ND
Flint Hills Resources, LP	Grand Island, NE
Gardner-Gibson, Inc.	Willow Springs, IL
Henry G. Meigs, LLC	Abbotsford, WI
Henry G. Meigs, LLC	Portage, WI
Interstate Asphalt Corp	Peoria, IL
Interstate Asphalt Corp. - Ameripan	Chicago, IL
Interstate Asphalt Corp. - Bell Oil	Chicago, IL
Jebro, Inc.	Cheyenne, WY
Jebro, Inc.	Corson, SD

Supplier	Location
Jebro, Inc.	Sioux City, IA
Marathon Petroleum Corporation	Meredosia, IL
Marathon Petroleum Corporation	St. Paul Park, MN
Martin Marietta	Newport, MN
McAsphalt Ind., Inc.	Thunder Bay, Ontario (Canada)
McAsphalt Ind., Inc.	Winnipeg, Manitoba (Canada)
Midwest Industrial Asphalt	La Crosse, WI
Monarch Oil	Omaha, NE
Moose Jaw Refinery, Inc. (Gibson Energy)	Moose Jaw, Saskatchewan (Canada)
Martin Marietta – Umore Park (Leased by Flint Hills Resources)	Rosemount, MN
Owens Corning - Trumbull	Minneapolis, MN
Owens Corning - Trumbull	Summit, IL
Phillips 66	Forest View, IL
Phillips 66	Granite City, IL
Phillips 66	Kansas City, MO
Pitlik and Wick	Sugar Camp, WI
Seneca Petroleum Co., Inc.	Lemont, IL
Seneca Petroleum Co., Inc.	Portage, IN
Senn Blacktop	Chippewa Falls, WI
Shamrock Industries.	Rosemount, MN
Stark Pavement Corp.	Milwaukee, WI
Suncor Energy	Commerce City, CO
Superior Refining Co., LLC (Cenovus)	Superior, WI
Superior Refining Co., LLC (Cenovus)	Rhineland, WI
Superior Refining Co., LLC (Cenovus)	Crookston, MN
Texpar Energy	Davenport, IA
Texpar Energy	Marshfield, WI
Texpar Energy	Rochester, MN
Tri-State Asphalt, LLC	Morris, IL
Western Asphalt Products	Brandon, Manitoba (Canada)
Wolf Paving	Dousman, WI
Zenith Terminals (Gibson Energy)	Joliet, IL

Revised: 03/10/2026



PERFORMANCE GRADED BINDER SPECIFICATIONS & TEST METHOD TOLERANCES
 Combined State Binder Group; IOWA, MINNESOTA, NEBRASKA, NORTH DAKOTA, SOUTH DAKOTA & WISCONSIN

AASHTO M320
EFFECTIVE MARCH 2026

PERFORMANCE GRADE	PG 46			PG 52						PG 58					PG 64					PG 70					PG 76					PG 82										
	34	40	46	10	16	22	28	34	40	46	16	22	28	34	40	10	16	22	28	34	40	10	16	22	28	34	40	10	16	22	28	34	10	16	22	28	34			
	AVERAGE 7 DAY MAXIMUM PAVEMENT DESIGN TEMP, °C	<46						<52							<58						<64						<70						<76						<82	
MINIMUM PAVEMENT DESIGN TEMPERATURE, °C ^a	>-34	>-40	>-46	>-10	>-16	>-22	>-28	>-34	>-40	>-46	>-16	>-22	>-28	>-34	>-40	>-10	>-16	>-22	>-28	>-34	>-40	>-10	>-16	>-22	>-28	>-34	>-40	>-10	>-16	>-22	>-28	>-34	>-10	>-16	>-22	>-28	>-34			
TESTS ORIGINAL BINDER	SPEC	TOL^l																																						
AASHTO T44 SOLUBILITY % MINIMUM	99.00	0.13																																						
AASHTO T48 FLASH POINT TEMP, °C, MINIMUM	230	9	230				230				230					230						230						230						230						
AASHTO T316 VISCOSITY ^o Pa.s MAXIMUM	3.0	7.3%																																						
TEST TEMP, °C							135				135					135						135						135						135						
AASHTO T315 DYNAMIC SHEAR ^c G*/sinδ ^d , kPa, MINIMUM	1.00	7%																																						
TEST TEMP @ 10 rad/sec, °C			46				52				58					64						70						76						82						
TESTS RTFO RESIDUE																																								
AASHTO T240 MASS CHANGE ^e , % MAX	1.00	20%																																						
AASHTO T315 DYNAMIC SHEAR ^c G*/sinδ ^d , kPa, MINIMUM	2.20	10%																																						
TEST TEMP @ 10 rad/sec, °C			46				52				58					64						70						76						82						
AASHTO T350 MSCR																																								
AASHTO TP 70 ^h % Recovery @ 3.2 kPa MIN																																								
Test Temperature @ 58°C ⁱ											30					30	55					55	55	75				75	75					75						
Test Temperature @ 64°C ⁱ											25					25	45				45	45	75				75	75					75							
TESTS PAV RESIDUE																																								
AASHTO R28 PAV AGING TEMP, C ^f			90				90				100					100						100 (110)						100 (110)						100 (110)						
AASHTO T315 DYNAMIC SHEAR G*/sinδ ^d , kPa, MAXIMUM	6000	12%																																						
δ ^{g,k} MINIMUM 42°	42°																																							
TEST TEMP @ 10 rad/sec, °C			10	7	4	25	22	19	16	13	10	7	25	22	19	16	13	31	28	25	22	19	16	34	31	28	25	22	19	37	34	31	28	25	40	37	34	31	28	
AASHTO T313 CREEP STIFFNESS ^g [S] MAXIMUM, MPa	300	8%																																						
m-VALUE, MINIMUM	0.300	5%																																						
TEST TEMP @ 60s, °C			-24	-30	-36	0	-6	-12	-18	-24	-30	-36	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	0	-6	-12	-18	-24	
AASHTO T314 DIRECT TENSION ^g FAILURE STRAIN, MINIMUM %	1.0	20%																																						
TEST TEMP @ 1.0 mm/min, °C			-24	-30	-36	0	-6	-12	-18	-24	-30	-36	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	0	-6	-12	-18	-24	

a PAVEMENT TEMPERATURES ARE ESTIMATED FROM AIR TEMPERATURES USING AN ALGORITHM CONTAINED IN THE LTPP BIND PROGRAM, MAY BE PROVIDED BY THE SPECIFYING AGENCY, OR BY FOLLOWING THE PROCEDURES AS OUTLINED IN MP2 AND PP28.

b THIS REQUIREMENT MAY BE WAIVED AT THE DISCRETION OF THE SPECIFYING AGENCY IF THE SUPPLIER WARRANTS THAT THE ASPHALT BINDER CAN BE ADEQUATELY PUMPED AND MIXED AT TEMPERATURES THAT MEET ALL APPLICABLE SAFETY STANDARDS.

c FOR QUALITY CONTROL OF UNMODIFIED ASPHALT CEMENT PRODUCTION, MEASUREMENT OF THE VISCOSITY OF THE ORIGINAL ASPHALT CEMENT MAY BE USED TO SUPPLEMENT DYNAMIC SHEAR MEASUREMENTS OF G*/sinδ

d G*/sinδ = HIGH TEMPERATURE STIFFNESS, G* sinδ = INTERMEDIATE TEMPERATURE STIFFNESS, AND δ = HIGH OR INTERMEDIATE TEMPERATURE PHASE ANGLE.

e THE MASS CHANGE SHALL BE LESS THAN 1.00 PERCENT FOR EITHER A POSITIVE (MASS GAIN) OR A NEGATIVE (MASS LOSS) CHANGE

f THE PAV AGING TEMPERATURE IS BASED ON SIMULATED CLIMATIC CONDITIONS AND IS ONE OF THREE TEMPERATURES 90°C, 100°C, OR 110°C. NORMALLY THE PAV AGING TEMPERATURE IS 100°C FOR PG 58-XX AND ABOVE. HOWEVER, IN DESERT CLIMATES THE PAV AGING TEMPERATURE FOR PG 70-XX AND ABOVE MAY BE SPECIFIED AS 110°C.

g IF THE CREEP STIFFNESS IS BELOW 300 MPa, THE DIRECT TENSION TEST IS NOT REQUIRED. IF THE CREEP STIFFNESS IS BETWEEN 300 AND 600 MPa, THE DIRECT TENSION FAILURE STRAIN REQUIREMENT CAN BE USED IN LIEU OF THE CREEP STIFFNESS REQUIREMENT. THE m-VALUE REQUIREMENT MUST BE SATISFIED IN BOTH CASES.

h BINDERS SIGNIFIED BY PG XX-XXP SHALL BE REQUIRED TO MEET OR EXCEED THE MSCR MINIMUM % RECOVERY IN ADDITION TO M320 SPECIFICATIONS.

i TEST TEMPERATURE BASES ON ENVIRONMENTAL NOMINAL HIGH TEMPERATURE

j ONLY TO BE USED FOR SECTION 6.4

k IF THE INTERMEDIATE TEMPERATURE STIFFNESS, G* sin δ, IS BELOW 5000 kPa, THE PHASE ANGLE MINIMUM LIMIT IS NOT REQUIRED. IF THE INTERMEDIATE TEMPERATURE STIFFNESS, G* sin δ, IS BETWEEN 5000 AND 6000 kPa, THE INTERMEDIATE PHASE ANGLE MINIMUM LIMIT IS REQUIRED.



SPECIFICATIONS & TEST METHOD
Combined State Binder Group
IOWA, MINNESOTA, NEBRASKA, NORTH DAKOTA, SOUTH DAKOTA, WISCONSIN
EFFECTIVE MARCH 2026
AASHTO M332

Performance Grade ^a	Spec	Tol	PG 46	PG 52						PG 58					PG 64								
Average 7-day max pavement design temp, °C ^b			46	52						58					64								
Min pavement design temp, °C ^b			-34 -40 -46	-10	-16	-22	-28	-34	-40	-46	-16	-22	-28	-34	-40	-10	-16	-22	-28	-34	-40		
Solubility T44 (Minimum) (%) ⁱ	99.00	0.13	99.0	99.0						99.0					99.0								
Flash Point Temp, T 48, min °C	230	9	230	230						230					230								
Viscosity, T 316: ^c max 3 Pa*s test temp, °C	3.0	7.3%	135	135						135					135								
Dynamic Shear, T 315: ^d G*/sinδ, min. 1.00 kPa test temp @ 10 rad/s, °C	1.00	7%	46	52						58					64								
Rolling Thin Film Oven (T 240)																							
Mass change, max, percent ^f	1.00	20%																					
MSCR, T 350: (Test Temperature °C)																							
Standard Traffic "S"																							
Jnr _{@3.2 kPa} , max 4.5 kPa ⁻¹	4.5	22%	46	52						58					64								
Jnr _{diff} , max 75% ^k																							
Heavy Traffic "H"																							
Jnr _{@3.2 kPa} , max 2.0 kPa ⁻¹	2.0	22%	46	52						58					64								
Jnr _{diff} , max 75% ^k																							
Very Heavy Traffic "V"																							
Jnr _{@3.2 kPa} , max 1.0 kPa ⁻¹	1.0	39%	46	52						58					64								
Jnr _{diff} , max 75% ^k																							
Extremely Heavy Traffic "E"																							
Jnr _{@3.2 kPa} , max 0.5 kPa ⁻¹	0.5	39%	46	52						58					64								
Jnr _{diff} , max 75% ^k																							
% Recov. @3.2 kPa (Min). Heavy Traffic "H"	30	18%	46	52						58					64								
% Recov. @3.2 kPa (Min). Very Heavy Traffic "V"	55	18%	46	52						58					64								
% Recov. @3.2 kPa (Min). Extremely Heavy Traffic "E"	75	18%	46	52						58					64								
Pressure Aging Vessel Residue (R 28)																							
PAV Aging Temp ^g , °C			90	90						100					100								
Dynamic Shear, T 315: "S"																							
G* _h sinδ, max. 6000 kPa ^e	6000	12%	10	7	4	25	22	19	16	13	10	7	25	22	19	16	13	31	28	25	22	19	16
δ ^{e,m} , min 42°																							
test temp @ 10 rad/s, °C																							
Dynamic Shear, T 315: "H," "V," "E"																							
G* _h sinδ, max. 6000 kPa ^e	6000	12%	10	7	4	25	22	19	16	13	10	7	25	22	19	16	13	31	28	25	22	19	16
test temp @ 10 rad/s, °C																							
Creep stiffness, T 313:h S, max. 300 MPa	300	8%																					
m-value, min 0.300																							
test temp @ 60 s, °C	0.300	5%	-24	-30	-36	0	-6	-12	-18	-24	-30	-36	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30
Direct Tension, T 314: ^h Failure strain, min 1.0%	1.0	20%	-24	-30	-36	0	-6	-12	-18	-24	-30	-36	-6	-12	-18	-24	-30	0	-6	-12	-18	-24	-30
test temp @ 1.0 mm/min, °C																							

a MSCR Test on RTFO residue should be performed at the PG grade based on the environmental high pavement temperature.

b Grade bumping is accomplished by requiring a lower Jnr value while testing at the environmental temperature

c Pavement temperatures are estimated from air temperatures using an algorithm contained in the LTPP Bind program, may be provided by the specifying agency or by following the procedures as outlined in M 323 and R 35, excluding the provisions for "grade bumping."

d This requirement may be waived at the discretion of the specifying agency if the supplier warrants that the asphalt binder can be adequately pumped and mixed at temperatures that meet all applicable safety standards.

e For quality control of unmodified asphalt binder production, measurement of the viscosity of their original asphalt binder may be used to supplement dynamic shear measurements of G*_hsinδ at the test temperatures where the asphalt is at Newtonian fluid.

f G*_hsinδ = high temperature stiffness, G*_isinδ = intermediate temperature stiffness, and δ = high or intermediate temperature phase angle.

g The mass change shall be less than 1.00 percent for either a positive (mass gain) or a negative (mass loss) change.

h The PAV aging temperature is based on simulated climatic conditions and is one of three temperatures, 90 °C, 100 °C, or 110 °C. Normally the Pav Aging temperature is 100 °C. However, in desert climates the PAV aging temperature for PG 70-XX and above may be specified as 110 °C.

i If the creep stiffness is below 300 MPa, the direct tension test is not required. If the creep stiffness is between 300 and 600 MPa, the direct tension failure strain requirement can be used in lieu of the creep stiffness. The m-value requirement must be satisfied in both cases

j The asphalt binder shall be at least 99.0 percent soluble as determined by T 44 or D7553

k the Combined State Binder Group acknowledge the Jnr Diff spec of 75% max as Waived.

l Only to be used for section 6.4

m If the intermediate temperature stiffness, G*_isinδ, is below 5000kPa, the phase angle minimum limit is not required. If the intermediate temperature stiffness, G*_isinδ, is between 5000 and 6000 kPa, the intermediate phase angle minimum limit is required.