CITY AND COUNTY OF DENVER
DEPARTMENT OF PUBLIC WORKS | ENGINEERING DIVISION

Storm Drainage and Sanitary Sewer Construction Detail and Technical Specifications

25.0 Hot Mix Asphalt Pavement

25.1 Design Intent

These specifications include general requirements applicable to all types of plant mixed hot mix asphalt pavements (HMAP). This work consists of one or more courses of asphalt mixture constructed on a prepared foundation in accordance with specifications. The design intent is to provide pavement with adequate thickness and quality to provide a service life of 20 years. It is also the intent to provide construction in accordance with these specifications and with a high standard of practice. This item shall include all labor, equipment, and materials to manufacture, place and compact asphalt cement concrete for pavement purposes.

TEST PROCEDURE DEFINITIONS	
CP-##	Colorado Department of Transportation: Field Materials Manual (Colorado Testing Procedures)
ASTM	American Society for Testing & Materials
AASHTO	American Association of State Highway & Transportation Officials
CP-L ####	Colorado Department of Transportation: Laboratory Manual of Test Procedures (Lab Testing Procedures)

25.2 Materials

The hot mix asphalt shall be composed of a mixture of aggregate, filler, hydrated lime and asphalt cement. Some mixes may require polymer modified asphalt cement. Some mixes may allow up to 25% reclaimed asphalt pavement (RAP). All RAP shall meet the requirements of section 25.2.5

25.2.1 Aggregate

Aggregates for HMAP shall be of uniform quality, composed of clean, hard, durable particles of crushed stone, crushed gravel, or crushed slag. Excess of fine material shall be wasted before crushing. The material shall not contain clay balls, vegetable matter, or other deleterious substances and shall meet the requirements in Table 25.2.1.1.

Table 25.2.1.1

Aggregate Requirements

Aggregate Test Property	Coarse: Retained on #4	Fine: Passing the #4
Fine Aggregate Angularity, CP-L 5113 Method A or AASHTO T 304 Note: Fine aggregate angularity does not apply to RAP aggregates		45% Min
Two Fractured Faces, CP-45 or ASTM D 5821 SG Mixtures Top and Middle Lifts Bottom Lifts SMA Mixtures	 90% Min. 80% Min. 70% Min. 100% required	
LA Abrasion, AASHTO T 96	45% Max.	
Flat and Elongated (Ratio 5:1) %, AASHTO M 283	10% Max.	
Adherent Coating (Dry Sieving) ASTM D 5711	0.5% Max.	
Sand Equivalent. AASHTO-T 176		45% Min.
Micro Deval CP-L 4211 or AASHTO T 327	18% Max	

Reclaimed Asphalt Pavement material (RAP) shall be used only where specifically allowed as shown on the plans and shall be of uniform quality and gradation with a maximum size no greater than the nominal aggregate size of the mix. Mixes shall not contain more than 25 percent RAP.

The HMAP gradation for the proposed design job mix gradation shall be wholly within the control point gradation range set forth in Table 25.2.1.2. The allowable job mix gradation for production shall be the design job mix gradation with the tolerances of Section 25.13.2 applied. The proposed design job mix and the final allowable job mix gradation for production shall report all sieve sizes listed in table 25.2.1.2

Table 25.2.1.2

Dense Graded HMA Gradation Range

(Percent by Weight Passing Square Mesh Sieves, CP-31, AASHTO 11 & T27)

Mixture Grading	SX (1/2" nominal)		S (3/4" nominal)		SG (1" nominal)	
Sieve Size	Control Points	Caution Zone*	Control Points	Caution Zone*	Control Points	Caution Zone*
1 1/2"					100	
1"			100		90-100	
3/4"	100		90-100		@	
1/2"	90-100		@		@	
3/8"	@		@		@	
#4	@		@		@	39.5
#8	28-58	39.1	23-49	34.6	19-45	26.8-30.8
#16	@	25.6-31.6	@	22.3-28.3	@	18.1-24.1
#30	@	19.1-23.1	@	16.7-20.7	@	13.6-17.6
#50	@	15.5	@	13.7	@	11.4
#200**	2.0-8.0		2.0-7.0		1.0-7.0	

* The caution zone is guideline only. It is recommended that mix design gradations go above the caution zone boundaries, on the "fine" side

** These limits shall include the weight of lime at 1.0%

@ These sieve sizes used only to determine the final Allowable Job Mix Formula (JMF) in accordance with 25.13.

25.2.2 Performance Graded Asphalt Binders

The Contractor shall provide to the Project Construction Engineer acceptable 'Certifications of Compliance' of each applicable asphalt binder grade from the supplier. Upon non-conformance with specifications, the asphalt binder may be rejected as directed by the Project Construction Engineer. When production begins the Contractor shall, upon request, provide to the Project Construction Engineer a one quart can of each specified asphalt binder. Additionally, when requested, the Contractor shall provide the refinery test results that pertain to the asphalt binders used during production.

Asphalt binder shall meet the requirements of the Superpave Performance-Graded Binders (PG) as presented in table 25.2.2

TABLE 25.2.2. -PROPERTIES OF PERFORMANCE GRADED BINDERS

Usage for each Binder Grade	**PG 58-28**	**PG 64-22**	**PG 76-28**
Traffic Loading, Total 18 kip ESALs Over Design Life (Usually 20 Years)***	Low Volume (0-100,000)	100,000 to <10.0 Million	3.0 Million to <10 Million
Superpave Compactor Design gyrations Recommended (alternate) Usage	N_{design} = 50 (75)	N_{design} = 75 (100)	N_{design} = 100
Property of Binder Grade	**PG 58-28**	**PG 64-22**	**PG 76-28**
Flash Point Temperature, ºC, AASHTO T 48	230 Min.	230 Min.	230 Min.
Viscosity at 135 ºC, Pas, ASTM D 4402	3 Max.	3 Max.	3 Max.
Dynamic Shear, Temperature ºC, where C•/Sin δ @ 10 rad/sec. ≥ 1.00 Kpa, AASHTO TP 5	58 º C	64 º C	76 º C
Rolling Thin Film Oven Residue Properties, AASHTO T 240			
Mass Loss, %, AASHTO T 240	1.00 Max.	1.00 Max.	1.00 Max.
Dynamic Shear, Temperature ºC, where G•/Sin δ @ 10 rad/sec. ≥ 2.20 Kpa, AASHTO TP 5	58 º C	64 º C	76 º C
Elastic Recovery1, 25°C, % Min.*	N/A	N/A	50 Min.

TABLE 25.2.2. -PROPERTIES OF PERFORMANCE GRADED BINDERS continued			
Pressure Aging Vessel Residue Properties, Aging Temperature 100 ºC AASHTO PP1			
Dynamic Shear, Temperature ºC, where $G^*/\sin\delta$ @ 10 rad/sec. ≤ 5,000 Kpa, AASHTO TP 5	19 º C	25 º C	28 º C
Creep Stiffness, @ 60 sec. Test Temperature in ºC, AASHTO TP 1	-18 º C	-12 º C	-18 º C
S, Mpa, AASHTO TP 1	300 Max.	300 Max.	300 Max.
m-value, AASHTO TP 1	0.300 Min.	0.300 Min.	0.300 Min.
**Direct Tension Temperature in ºC, @ 1.0 mm/min., Where Failure Strain >1.0%, AASHTO TP 3	-18 º C	-12 º C	-18 º C

* Elastic Recovery by Task Force 31, Appendix B Method

** Direct tension measurements are required when needed to show conformance to AASHTO MP.1

*** Project Design Engineer is to determine PG Binder

25.2.3 Additives – Hydrated Lime

Lime shall be added at the rate of 1% by dry weight of the aggregate and shall be included in the amount of material passing the No. 200 sieve. Hydrated lime for aggregate pretreatment shall conform to the requirements of ASTM C 207, Type N. In addition, the residue retained on a 200-mesh sieve shall not exceed 10% when determined in accordance with ASTM C 110. Drying of the residue in an atmosphere free from carbon dioxide will not be required.

25.2.4 Tack Coat

The emulsified asphalt, for Tack Coat shall be CSS-1h or SS-1h and conform to AASHTO M208 or M140, respectively.

25.2.5 Reclaimed Asphalt Pavement

Reclaimed Asphalt Pavement (RAP) may be allowed in the HMA mixture by the **Project Design Engineer**. It shall be of uniform quality and gradation with a maximum size particle no greater than the maximum size allowed in the HMA

mixture. HMA mixtures containing RAP shall meet the same gradation requirements as a virgin HMA mix. The Project Design Engineer may allow mixtures with a maximum of 20% RAP may be allowed in the top lift of any asphalt pavement, and a maximum of 25% RAP may be allowed in layers below the top lift, RAP is not allowed in Stone Mastic Asphalt Mixtures, except by agreement by the **Project Design Engineer** .

The reclaimed asphalt pavement shall meet all the requirements for HMA pavement, as contained herein. The **General Contractor** shall have an approved mix design for the amount of RAP to be used prior to placement.

The **Project Construction Engineer** may require the **General Contractor** to maintain separate stockpiles for each type of RAP material. All processed material shall be free of foreign materials and segregation shall be minimized. Any RAP material that cannot be readily broken down in the mixing process, and/or affects the paving operation, shall be processed prior to mixing with the virgin material.

Fine Aggregate Angularity requirements shall not apply to any RAP aggregate. The RAP will not contain clay balls, vegetable matter, or other deleterious substances.

Verification testing for asphalt content and gradation will be performed on RAP at the frequencies listed in section 25.5.2, below. The **Project Construction Engineer** may request the mix supplier's testing results on RAP at any time. In addition, the mixture shall be tested for properties as listed in Table 25.15

When the use RAP is allowed, the following additional conditions shall apply:

25.2.5.1. The processed RAP must be 100 percent passing the 1¼" sieve. The aggregate obtained from the processed RAP shall be 100% passing the 1" sieve. The aggregate and binder obtained from the processed RAP shall be uniform in all the measured parameters in accordance with the following schedule:

Table 25.2.5.1 RAP AGGREGATE UNIFORMITY TOLERANCES

Element	Uniformity*
Binder Content	0.5
% Passing ¾"	4.0
% Passing ½"	4.0
% Passing 3/8"	4.0
%Passing #4	4.0
% Passing #8	4.0
% Passing #30	3.0
% Passing #200	1.5

* Uniformity is the Maximum allowable Standard Deviation of test results of processed RAP.

25.2.5.2. The **General Contractor** shall have an **approved RAP Quality Control (QC) Plan** that details how the RAP will be processed and controlled. The QC plan must address the following:

25.2.5.2. A. RAP Processing Techniques. This requires a schematic diagram and narrative that explains the processing (crushing, screening, and rejecting) and stockpile operation for normal plant operation or a specific project.

25.2.5.2. B. Control of RAP Asphalt Binder Content: - Minimum Testing Frequency: 1/1,000 tons of processed RAP material (minimum 3 tests) for recent production of the mix type.

25.2.5.2. C. Control of RAP Gradation (CP31 or AASHTO T-30): Minimum Testing Frequency: 1/1,000 tons of processed RAP material (minimum 3 tests) for recent production of the mix type.

25.2.5.2. D. Process Control Charts shall be maintained for binder content and each screen listed, during addition of any RAP material to the stockpile. The **General Contractor** shall maintain separate control charts for each RAP stockpile. The control charts shall be displayed and shall be made available to the **Project Construction Engineer** upon request.

25.2.5.3 Example of **RAP QUALITY CONTROL PLAN**

25.2.5.3. A Initial quality control of the reclaimed asphalt pavement shall be performed prior to and during crushing. Material for reclamation shall be separated by quality and source before being accepted for processing. Reclaimed asphalt must be free of concrete, dirt and organic materials... These stockpiles shall be built from the ground up, completely mixing all loads as they come in.

25.2.5.3. B Crushing of the reclaimed asphalt pavement shall be accomplished by means of a cone crusher and a screen deck. Oversize material shall be to be rejected on a ¾" scalping material, which reprocesses the material through the cone additional times. The processed material shall be stockpiled at the crushing facility and kept in separate piles and separate from other products to prevent intermingling of products, as well as the feed bins to prevent intermingling of the aggregates.

25.2.5.3. C The reclaimed asphalt pavement material shall be sampled during the crushing operations according to AASHTO T 2 at frequencies greater than 1/1000 tons and tested for gradation and asphalt content in accordance with AASHTO T 27 AND T11, and AASHTO T 308. Testing shall be done randomly on a daily basis to ensure conformance to specifications.

25.2.5.3. D The reclaimed asphalt pavement material at the asphalt plant shall be again sampled and tested according to the appropriate procedures to ensure that the asphalt content and gradation meet specifications and represent initial quality control data. Once data is collected, a statistical analysis shall be performed to determine the blend for the asphalt mixture design. This analysis shall be provided with the Asphalt Mixture Design submittal. The RAP will meet the Uniformity Specification of Table 25.2.5.1 above.

25.2.5.3. E The RAP system at the asphalt plant consists of a feed bin with a variable speed motor controlled by the plant computer, which ensures the proper quantity of RAP material called for by the mix design. Material is delivered to the asphalt-mixing chamber of the asphalt plant by means of conveyor belts. The RAP material falls from one conveyor to another through a shaker screen that serves to break up any RAP material that has recompacted. Any oversize material shall be rejected at the shaker screen. While in production, the front-end loader shall works the full face of the stockpile, to ensure a representative batch is being produced.

25.2.5.3. F Prior to starting a project and at any other time necessary, the RAP feed system shall be calibrated by placing an amount of RAP measured by certified external scales into the feed bin. That measured material is fed from the RAP bin across the belt scales. The weights are compared and, if outside of accepted tolerances for the blending system, adjustments are made by the plant-blending computer. This process is the same as for all other components of the mix design.

25.3 Mix Design and Plant Produced Mixture Requirements

The mix design materials shall be those listed in Section 25.2 and used for the project. No substitutions are allowed during production, unless approved by the **Project Construction**

Engineer .

The **Project Design Engineer** shall indicate on MGPEC Form #9 the project specific criteria concerning mix design method, traffic level, asphalt binder type, mixture grading, and maximum amount of RAP allowed. This information shall be provided on MGPEC Form #9, "Requirements for Hot Mix Asphalt (HMA)", or other Contract bidding documents. Grading SG (1-inch nominal aggregate) shall only be designed using the 150 mm Superpave molds. Hveem Stability and Lottman test are not required for Grading SG mixtures. Grading S and SX shall be designed using 100 mm Superpave molds.

25.3.1 Superpave Mixture Design Method

The **General Contractor** shall submit a Proposed Design Job Mix Formula (PDJMF) for each mixture required by the Contract. The mixture design shall be determined using AASHTO T-312 or Colorado Procedure CP-L 5115 for the Superpave Method of Mixture Design. Guidance is provided in "Superpave Level 1 Mix Design" SP-2 published by the Asphalt Institute. Mixture design and field control testing shall meet the following requirements of Table 25.3.1a (located on the following page) for Dense Graded HMA.

Mixture design and field control testing of SMA shall meet the following requirements of Table 25.3.1b.

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TABLE 25.3.1a SUPERPAVE MIXTURE PROPERTIES FOR DENSE GRADED HMA

Property or Test	Traffic Levels (ESALs)		
Traffic Loading, Total 18 kip ESALs Over Design Life (Usually 20 Years)	Low (0-100,000)	Medium (100,000 to <3.0 Million)	High (3.0 Million to <30 Million)
Design gyrations, N_{design} (Air Void: 3.5% to 4.5%) (See Note 1,2)	50	75	100
Air Voids in Total Mix (VTM) CPL 5115 or AASHTO T 312	(See Note 1)	(See Note 1)	(See Note 1)
Hveem Stability CP-L 5106 or AASHTO T 246 (Grading S & SX only) (See Note 3)	N/A	28 Min.	30 Min.
Voids Filled with Asphalt (VFA), MS-2	70-80	65-78	65-75
Lottman, Tensile Strength Ratio, % Retained, CP-L 5109 or AASHTO T 283, Method B	80 Min.	80 Min.	80 Min.
Lottman, CP-L 5109 or AASHTO T 283 Dry Tensile Strength, psi	30 Min.	30 Min.	30 Min.
VMA %. CP-48 or AASHTO PP 19 (See notes 2,3,4)	Minimum VMA criteria applies to the mix design only (Table 25.2.1.2). The minimum VMA criteria shall be linearly interpolated based on actual air voids. See 25.13 for production tolerances		

Note 1: Select the target Job Mix Optimum Binder Content for HMA gradings as close to 4.0% air voids as possible (3.5% to 4.5% air voids).
VTM is also referred to as Pax in CPL 5115, and %Gmmx in T 312

Note 2: Maximum Theoretical Specific Gravity of mix by CP-51 or AASHTO T 209.
Note 3: Refer to Section 25.13 for production tolerances.

Note 4: VMA shall be based on tests of the Bulk Specific Gravity of the Compacted Mix (CP-L 5103 or AASHTO T 166) and Aggregate (AASHTO T 84 & T 85), and calculated according to CP-48 or AASHTO PP 19. All mixes shall meet the minimum VMA specified in Table 25.3.2, below.

Table 25.3.1b SUPERPAVE MIXTURE PROPERTIES FOR OPEN GRADED SMA

Property	Test Method	Value for SMA
Lab compaction (Revolutions) N_{Design}	CPL 5115 or AASHTO T 312	100
Air Voids, percent at: N_{Design} (See Note 1)	AASHTO T 312	3.0 – 4.0
Hveem Stability	CP-L 5106 or AASHTO T 246	30 Min.
Accelerated Moisture Susceptibility, tensile strength Ratio, (Lottman)	CPL 5109 or AASHTO T 283, Method B	80 Min.
Dry Split Tensile Strength, psi	CPL 5109 or AASHTO T 283, Method B	30 Min.
Grade of Asphalt Binder	n/a	PG 76-28
Voids in the Mineral Aggregate (VMA) %, minimum (see note 2)	CP 48 or AASHTO PP 19	17
Draindown at Production Temperature	AASHTO T 305	0.3 maximum
% VCA_{MIX} (See Note 3)	AASHTO PP 41-02	Less than VCA_{DRC} (See Note 4)

General Note: Copies of AASHTO PP 41-02 and MP 8-02 (for designing SMA mixes) can be obtained from the CDOT Region Materials or the Project Design Engineer

Note 1: Select the target Job Mix Optimum Binder Content for SMA grading at 3.0% to 4.0% air voids

Note 2: VMA shall be based on tests of the Bulk Specific Gravity of the Compacted Mix (CP-L 5103 or AASHTO T-166) and Aggregate (AASHTO T 84 & T 85), and calculated according to CP-48 or AASHTO PP 19. All mixes shall meet the minimum VMA specified in Table 25.3.2, below

Note 3: VCA = Voids in the Coarse Aggregate

Note 4: DRC = Dry-Rodded Condition

TABLE 25.3.2 MINIMUM VOIDS IN MINERAL AGGREGATE (VMA) for Dense Graded HMA & Open Graded SMA, %

Nominal Maximum* Particle Size	Air Voids ++		
	3.5%	4.0%	4.5%
1"	12.2	12.7	13.2
¾"	13.2	13.7	14.2
½"	14.2	14.7	15.2
SMA	17.0	17.0	17.0

* Nominal Maximum Particle Size is defined as one sieve size larger than the first sieve to retain more than 10%, but shall not exceed the 100% passing size. The Nominal Maximum Particle Size can vary during mix production even when the 100% passing size is constant.

++ Minimum VMA criteria apply to the mix design only. The minimum VMA criteria shall be linearly interpolated based on actual air voids. See Section 25.13 for tolerances.

25.4 Mixture Design Submittals

25.4.1 General Requirements

The General Contractor shall submit all mixture designs, certificates, refinery reports, and laboratory data to the Project Construction Engineer for approval at least 7 days before construction is to begin. The job mix formula may be rejected as directed by the Project Construction Engineer on the basis of incompleteness, timeliness or changes in materials. Submittals shall be in a timely fashion such that rejection will not delay completion of the project.

Proposed Design Job Mix testing shall be performed in a materials laboratory under the direct supervision of; and shall be stamped and signed by a Professional Engineer licensed in the State of Colorado practicing in this field. In addition, the General Contractor shall submit as part of the Proposed Design Job Mix, documents to verify the following:

1. Source of materials.
2. Gradation, specific gravity, source and description of individual aggregates and the final blend.
3. Aggregate physical properties.
4. Source and Grade of the Performance Graded Binder (PG Binder)

5. Proposed Design Job Mix – aggregate and additive blending, final gradation shown on 0.45 power graph, optimum asphalt content.
6. Mixing and compaction temperatures used.
7. Mixture properties determined at a minimum of four asphalt contents and interpolated at optimum and graphs showing mixture properties versus asphalt content.

The Project Construction Engineer reserves the right to test the General Contractor's mix for each hot asphalt pavement grading utilizing materials actually produced and stockpiled. General Contractor shall provide a sufficient quantity of each aggregate, mineral filler, RAP, and additive for the required laboratory tests, if required by the Project Construction Engineer.

The Contractor shall not place any materials without acceptance and approval of the Project Construction Engineer.

25.4.2 Change in source or grade

Should a change in the source of Asphalt Cement (AC) or Lime occur, a one point verification test (at optimum asphalt content) of the mix must be performed to verify that the applicable Table 25.3.1a(Dense Graded HMA) or 25.3.1b (SMA) or 25.3.2 (VMA), is still met. If this testing shows noncompliance, a new design job mix shall be established before the new AC or Lime source is used. Any change in aggregate type or source will require a new mix design.

25.4.3 Mix Production Verification

Production verification shall occur prior to the start of the project. The production verification shall be performed by LABCAT Level C certified technicians with current Certification to verify the volumetric properties of the mix. If the mix has been produced for another project within the last 90 days, data from that project can be submitted for this verification. Volumetric properties of the mix verification testing shall be within the following tolerances compared to the Proposed Design Job Mix. The mix verification test reports shall be submitted to the Project Construction Engineer prior to mix placement.

TABLE 25.4.3.1 MIX DESIGN VERIFICATION TOLERANCES

Air Voids	+/- 1.2%
VMA	+/- 1.2%
Asphalt Binder Content	+/-0.3%
Stability	Applicable minimum

The tolerances in this table are for mix design verification only. See section 25.13 for production tolerances.

25.4.4 Pre-paving Meeting

The Project Construction Engineer may require a pre-paving meeting of all parties involved in supply, haul, laydown inspection, quality control and quality acceptance of HMA. Areas of responsibility and contact names and numbers should be shared. A construction (joint) plan will be submitted at the pre-paving meeting, see section 25.9 for joint requirements. Form 25.1 provided at the end of this specification is an example of a pre-paving meeting agenda.

25.5 Equipment

25.5.1 Mixing Plant

The mixing plant shall be capable of producing a uniform material, have adequate capacity, and be maintained in good mechanical condition. Defective parts shall be replaced or repaired immediately if they adversely affect the proper functioning of the plant or plant units, or adversely affect the quality of the hot bituminous plant mix.

Dust, smoke, or other contaminants shall be controlled at the plant site to meet all air quality requirements in the "Colorado Air Quality Control Act," Title 25, Article 7, CRS and regulations promulgated there under.

Acceptable safety equipment, approved by the Project Construction Engineer, shall be provided by the General Contractor to accommodate sampling and testing.

25.5.2 Hauling Equipment

Trucks used for hauling HMAP shall have tight, clean, smooth metal beds thinly coated with a minimum amount of paraffin oil, lime solution, or other approved release agent. Petroleum distillates such as kerosene or fuel oil will not be permitted. Each truck shall have and use a

cover of canvas or other suitable material to protect the mixture from the weather and excessive temperature loss or cooled layers of mix in truck.

25.5.3 Bituminous Pavers

Self-propelled pavers shall be provided for full lane width paving capable of spreading and finishing the HMA, material in full lane widths applicable to the typical section and thicknesses shown in the Contract and shall be equipped with:

1. anti-segregation devices,
2. A vibratory screed assembly capable of being heated.

Pavers used for shoulders, patching and similar construction, not requiring fine grade control, shall be capable of spreading and finishing courses of HMA material in widths shown in the Contract without segregation.

The paver's receiving hopper shall have sufficient capacity for a uniform spreading operation and shall have an automatic distribution system that will place and spread the mixture uniformly in front of the screed.

The paver shall be capable of operating at forward speeds consistent with uniform and continuous laying of the mixture. Stop and go operations of the paver shall be avoided. The screed or strike-off assembly shall produce the specified finished surface without tearing, shoving, or gouging the mixture. Self-propelled pavers shall be equipped with automatic screed controls with sensors capable of sensing grade from an outside reference line, and maintaining the screed at the specified longitudinal grade and transverse slope. The sensors may be contact or non-contact type devises. The sensor shall be constructed to operate from either or both sides of the paver and shall be capable of working with the following devices when they are required for the situation:

1. Grade control device at least 30 feet in length.
2. Joint matching device
3. Adequate length of control line and stakes, if no other type of geometric control is present
4. A straight edge at least 10 feet in length will be available to verify the crown

on the screed, at the request of the Project Construction Engineer

The controls shall be capable of maintaining the screed at the specified transverse slope within plus or minus 0.1 percent. Automatic mode should be used where possible. If the automatic controls fail or malfunction, the equipment may be operated manually for the remainder of the normal working day, provided specified results are obtained.

If the Contractor fails to obtain and maintain the specified surface tolerances, the paving operations shall be suspended until satisfactory corrections, repairs, or equipment replacements are made.

Placement of HMA on a waterproofed bridge deck shall be accomplished with equipment that will not damage the membrane or protective covering.

25.6 Manufacture

25.6.1 Preparation of Aggregates

Heating and drying of the aggregates shall be accomplished without damaging the aggregate. Lime shall be added to achieve complete and uniform coating of the aggregate. When hydrated lime is used it shall be added to the aggregate in accordance with one of the following methods:

a. Lime Slurry Added to Aggregate: The hydrated lime shall be added to the aggregate in the form of a slurry and then thoroughly mixed in an approved pugmill. The slurry shall contain a minimum of 70 percent water by weight.

b. Dry Lime Added to Wet Aggregate: The dry hydrated lime shall be added to wet aggregate (a minimum of three percent above saturated surface dry) and then thoroughly mixed in an approved pugmill.

The lime-aggregate mixture may be fed directly into the hot plant after mixing or it may be stockpiled for not more than 90 days before introduction into the plant for mixing with the asphalt cement. The hydrated lime may be added to different sized aggregates and stockpiled, by adding 75 percent of the lime to the aggregate passing the No. 4 sieve and 25 percent to the aggregate retained on the No. 4 sieve.

25.6.2 Mixing

The dried aggregates and asphalt cement shall be combined in the mixer in the quantities required to meet the design job mix. The materials shall be mixed until the aggregate is completely and uniformly coated, and the asphalt cement is uniformly distributed throughout the aggregate. The output rate shall not exceed the manufacturer's capacity rating.

Baghouse fines shall be fed to the mixing plant in a uniform and continuous manner so as to maintain uniformity in the mixture. The Baghouse, fines feeder, auger, and related equipment, shall be in good working condition and operated in accordance with manufacturer's recommendation. If the Project Construction Engineer determines that non-uniform operation of the equipment is detrimental to the mixture, he may halt all construction until the General Contractor takes appropriate action.

The minimum temperature of the mixture when discharged from the mixer shall be as shown in the following table:

Table 25.6.2.1
Mixture Discharge Temperatures

Asphalt Grade	Minimum Discharge Temperature	Maximum Discharge Temperature
PG 58-28	275° F	310° F
PG 64-22	290° F	325° F
PG 76-28*	318° F	326° F

* Contractor or Binder supplier must supply production temperature as require by their product

The General Contractor may provide refinery information that recommends revised discharge temperatures depending on the base binder grade or source being used. HMA mix shall be produced at the lowest temperature within the specified temperature range that produces a workable mix and provides for uniform coating of aggregates (95 percent minimum in accordance with AASHTO T 195), and that allows the required compaction to be achieved.

HMA mix may be stored provided that any and all characteristics of the mixture are not altered by such storage. If storing or holding of the mixture causes segregation, excessive heat loss, or adversely affects the quality of the finished product, corrective action shall be taken. Unsuitable mixture shall be disposed of at the **General Contractor's** expense.

When placing hot mix asphalt over bridge decks covered by waterproofing membrane, the minimum temperature of the mixture, when rolling operations begin, shall be 250 ° F. The job mix temperature may be increased up to 30 ° F to obtain this temperature.

The mineral filler for SMA shall be stored in a separate silo and added automatically in the correct proportion. The mineral filler addition equipment shall be electronically or mechanically interlocked to the aggregate feed sensors so that the proper amount of mineral filler is added whenever SMA is produced.

The SMA mineral filler shall be added at the same point the asphalt binder is added to the aggregate.

25.6.3 Hauling

Each truck shall use covers (tarps) to protect the mix during transport. The Project Construction Engineer can reject mix, which is hauled without a cover. Should the mixture show an excess or deficiency of asphalt cement, damage due to burning or overheating, an improper gradation, or thermal segregation with cold areas 10° F below the minimum discharge temperature, the truck shall be rejected.

25.7 Tack Coat

Prior to placement of HMA, a tack coat shall be applied. The material shall be in accordance with 25.2.4. The emulsified asphalt shall be diluted 1:1 with water and applied at 0.10 ± 0.01 gallons per square yard of diluted material. The Project Construction Engineer may direct other application rates to match the age of condition of the surface.

All work shall be done at locations and with the grade and quantities of material designated on the plans. The surface to receive the tack coat shall be dry and cleaned by sweeping or other approved method until dust, debris, and foreign matter are removed. The tack coat shall then be applied uniformly by squeegee, brooms, or distributor. Prior to placement of SMA, tack coat between the existing pavement and Stone Matrix Asphalt pavement shall be placed at a rate between 0.03 and 0.05 gallons per square yard

25.8 Placement

Hot mix asphalt shall be placed only on approved, properly constructed surfaces that are free from loose material, water, frost, snow or ice. The hot mix asphalt and tack coat shall be placed in accordance with the temperature limitations of Table 25.8 and only when weather conditions permit the pavement to be properly placed and finished as determined by the Project Construction Engineer. Placement temperature as stated shall be increased by 5° F for each 10 miles per hour wind velocity to a maximum increased minimum placement temperature of 70° F.

Table 25.8
Placement Air and Surface Temperature Limitations

Compacted Layer Thickness	Top Layer of Pavement*		Lower Layers*	
	PG 58-28 PG 64-22	PG 76-28	PG 58-28 PG 64-22	PG 76-28
<2 inches not permitted	N/A	N/A	N/A	N/A
2 inches to <3 inches	50° F	65° F	40° F	50° F
3 inches or more	50° F	60° F	40° F	40° F
SG mix only	N/A	N/A	38º F	38º F

* Air temperature is taken in the shade. Surface temperature is taken on the subgrade or base.
The Project Construction Engineer may not waive the above temperature limitations for PG 76-28.

The mixture shall not be placed at a temperature lower than 245° F for mixes containing PG 58-28 or PG 64-22 asphalt, and 290° F for mixes containing polymer modified asphalt. Mix, which is too cold or damaged by weather, will be rejected.

The mixture shall be laid upon an approved surface, spread and struck off to obtain the required grade and elevation after compaction. The minimum lift thickness shall be **at least three times (preferably four times)** the normal particle size. The mixture shall be placed approximately 10-25 percent thicker than the existing surrounding mat thickness to account for compaction based on the materials being placed. Raking is not permitted and will not be allowed Casting that causes any segregation will not be permitted.

On areas where the use of mechanical spreading and finishing equipment is impracticable, the mixture shall be carefully dumped, spread, raked, screeded, and luted by hand tools to the required compacted thickness plus 25 percent based on the materials being placed.. Carefully move or minimally work the HMA mix with the use of rakes, lutes, or shovels to avoid segregation. Mixtures made with modified asphalt cement require more rapid completion of

handwork areas than for normal mixtures. Hauling and placement sequences shall be coordinated so that the paver is in constant motion. Starting and stopping shall not be allowed. A construction joint shall be placed at anytime the power stops, and the screed drops enough to cause a surface dip in violation of Section 25.13.1, "Surface Tolerances"; or the mat temperature falls below that allowed in Section 25.12, "Compaction". Bituminous pavers shall be used to distribute the mixture either over the entire width or over such partial width as may be practicable. Echelon paving will be permitted.

If an unsatisfactory mix has been placed, it shall be removed, disposed of and replaced as directed. No compensation will be allowed for rejected material.

25.8.1 SMA PLACEMENT & Compaction

A Roller Pass Study (RPS) for Density and 1000 foot demonstration control strip are required for placement of lifts less than or equal to 1.5 inch thick, optional for thicker lifts.

25.8.1.A For Thin Lift SMA less than or equal to 1.5 inch thick.

In-place density shall be determined through the completion of a Roller Pass Study (RPS) to be conducted during placement of the required 1000-foot demonstration control strip. The RPS will determine the necessary roller compaction process needed to produce a minimum pavement density of 94 percent of theoretical maximum density (RICE). During the RPS, a minimum of three sets of three 4-inch diameter cores each shall be taken to measure SMA mat density for the various sections of the RPS. All coring shall be completed by the **General Contractor** and submitted to the **Project Construction Engineer** . The densities of the three cores will be averaged to produce the density for each RPS section tested.

Full production of the thin SMA shall not begin until density test results are determined and the project compaction process is established by the **General Contractor** and approved by the **Project Construction Engineer** . The approved compaction process established from the RPS shall be used for the duration of the thin SMA paving. Changes to the thin SMA mixture will be reviewed and a new RPS may be required.

Using the same method for determining density during the RPS, density will be determined daily for each day of full production and tested to confirm pavement density. If a daily density check shows density below 92 percent of RICE, the **General Contractor** shall stop production and the **General Contractor** will again complete a RPS to establish the necessary compaction process. The **General Contractor** will be allowed two daily density checks

below 92 percent of RICE to be addressed in this manner during the project. All subsequent daily checks that identify locations having density below 92 percent of RICE shall be removed and replaced and a new RPS shall be completed and approved prior to again beginning production. Thin SMA density requirements will be enforced when the SMA mix design gradation and specified lift thickness are in accordance with or exceed the 3:1 requirements for the ratio of nominal maximum aggregate size to lift thickness.

The **General Contractor** shall submit a plan for a Roller Pass Study (RPS) to the **Project Construction Engineer** for approval. Upon approval by the **Project Construction Engineer**, the **General Contractor** shall perform a RPS. The plan for the RPS shall include, but is not limited to the following:

Number, size, and type of rollers.
Amplitude, frequency, size and speed of vibratory rollers.
Temperature of mixture being compacted.
Roller patterns.

The method of measuring density will be by roller passes. If a density element is based on a RPS, the Pay Factor shall be as shown in section 25.14.3.

25.8.1.B For SMA lifts greater than 1.5 inch thick.

If in the opinion of the **Project Construction Engineer** , the roller pass study presented by the **General Contractor** is inadequate, then the **General Contractor** shall modify the compaction procedures as directed.

25.8.1.C Before Proceeding with SMA placement,

The General Contractor shall demonstrate the ability to produce and place a satisfactory mix. The actual work may proceed when a full lane width demonstration control strip, having a minimum length of 1000 feet has been successfully placed. The **GENERAL CONTRACTOR** shall determine properties (Superpave Air voids, VMA, in-place density, and Hveem Stability) of the project produced mix that is used in the demonstration control strip and provide the results to the **Project Construction Engineer** . No other SMA production or placement will be allowed until densities are determined. If the material in the

demonstration control strip is not in close conformity with the specifications, the demonstration control strip will be removed and replaced at the **General Contractor's** expense. The **Project Construction Engineer** will designate the location of the control strip.

SMA mixture shall be transported and placed on the roadway without drain-down or flushing. All flushed areas behind the paver shall be removed immediately upon discovery. If more than 50 square feet of flushed SMA pavement is ordered removed and replaced in any continuous 500 linear feet of paver width laydown, operations shall be discontinued until the source of the flushing has been found and corrected. The **Project Construction Engineer** will designate the depth and area of all flushed areas requiring removal and replacement. All costs associated with the removal and replacement of the flushed areas shall be at the **General Contractor's** expense.

Stone Matrix Asphalt Pavement shall be placed and compacted in accordance with the temperatures listed in table 25.8 or as revised for the project.

The relative compaction for all SMA mixtures will be measured from roadway cores in accordance with CDOT-CP 44 or AASHTO T-166, Method B, unless the SMA mixture is being placed on a structure (bridge deck) in which case the **Project Construction Engineer** may specify that nuclear gauge measurements be used.

When cores are used, the **General Contractor** shall provide all labor and equipment for the coring operation and filling the core holes. When nuclear density gauges are used, the tests will be performed in accordance with CDOT-CP 81 or ASTM D 2950 and CDOT-CP 82 or AASHTO T 230.

In-place density for SMA shall be 95 ± 2 percent of the SMA Mix maximum specific gravity as measured according to Maximum theoretical value (Rice) (CDOT-CP 51 or AASHTO T 209).

25.9 Longitudinal Joints

25.9.1 Joint Placement

The longitudinal joints in both a new pavement and an overlay pavement layer shall offset the joint in the layer immediately below by 6 inches. The joints in any pavement layer shall not fall in a wheel track. The joints in the top layer of new pavement not built on top of an existing pavement shall be located on lane lines or as shown on the plans. Longitudinal joints shall be minimized, where feasible, with wide paving pulls or echelon paving. Joints shall be parallel to the flow of traffic and shall not cross any centerline, lane line, or edge line unless approved by the **Project Construction Engineer**. The **General Contractor** shall submit, prior to paving, a joint plan and pavement marking plan showing locations and the methods to establish a field control line. The **Project Construction Engineer** must approve such plans prior to paving. The **General Contractor** shall use a continuous string line to delineate longitudinal joints during paving as shown on the joint plan. All string lines shall be removed at the end of each day's paving.

The free edge of the paved pass shall be laid as straight as possible, to the satisfaction of the **Project Construction Engineer .** This joint, if cold, shall be tack coated prior to placement of adjacent paving.

The new compacted mat shall overlap the previously placed mat no more than 1.5 inches. Excess overlap or thickness shall not be raked or cast onto the new mat, but shall be wasted by pulling back and removing. The hot edge shall be blocked or bumped in a smooth line consistent with the previous longitudinal edge. Minor raking will only be allowed to correct major grade problems or provide mix around manholes and meter covers. The longitudinal joint shall be rolled from the hot side and overlap the joint by approximately 6 inches on the cold side.

25.10 Transverse Joints

The **General Contractor** shall submit, prior to paving, a joint plan showing locations and the methods to be used to construct transverse joints. The **Project Construction Engineer** must approve such plans prior to paving. Placing of the HMA shall be continuous with a minimum of transverse joints, and rollers shall not pass over the unprotected end of a freshly laid mixture. Transverse joints shall be formed by cutting back on the previous run to expose the full depth of the course. Tack coat

material shall be applied to contact surfaces of all joints just before additional mixture is placed against the previously compacted material.

The end of transverse joints shall be located so they will be constructed with a full head of mix in front of the screed. When butt joints are constructed, runoff boards shall be used to support the roller on the downstream side of the joint. All tapered sections, rounded edges and segregated areas shall be removed to achieve a vertical face at the butt joint before paving is restarted.

When a temporary tapered joint is required for temporary traffic access, the ramp shall be removed back to a full depth section before paving is restarted.

When restarting paving operations, the paver screed shall be placed on the starter block on the completed side of the transverse joint. The starter block should be approximately 25% greater than the thickness of the existing completed mat, so that adequate grade and compaction can be achieved on starting the paving operation. The screed should be nulled (angle removed) when on starting blocks and an up angle of attack set. Proper head of mix should be introduced into the paver prior to starting. The new compacted (downstream) side of the joint may be up to 3/16 inches higher than the old (upstream) side. Raking of this joint shall not be allowed except to correct major grade problems. The surface tolerance at the transverse joint must be verified by the **General Contractor** with a 10-foot straight edge before the paver is more than 100 feet from the joint. If the surface tolerance is not within the 3/16", the **General Contractor** shall make corrections before proceeding

25.11 Segregation

The asphalt mixture shall be transported and placed on the roadway without segregation. All segregated areas shall be removed immediately and replaced with specification material before the initial rolling. If more than 50 square feet of segregated pavement is removed and replaced in any continuous 500 linear feet of paver width laydown, operations shall be discontinued until the source of the segregation has been determined and corrected.

The Project Construction Engineer will visually determine areas, which are segregated, and may also use density and gradation measures to help in this determination. The Project Construction Engineer will visually determine the extent of the segregation. The General Contractor will not be allowed additional compensation for correction of segregated areas.

25.12 Compaction

The temperature of the mixture immediately behind the screed shall be sufficient to allow for proper compaction of the HMA layer and at least 245 °F for PG 58-28 or PG 64-22 binder and between 297°F and 305 °F for PG 76-28 binder. The breakdown compaction should be completed as quickly as possible after placement occurs.

The HMA shall be compacted by rolling. The number, weight, and type of rollers furnished shall be sufficient to obtain the required density and surface texture while the mixture is in a workable condition. Compaction shall begin immediately after the mixture is placed and be continued until the required density is obtained. Final compaction shall be obtained using steel wheel rollers.

Pavement operations shall be suspended when density requirements are not met and the surface temperature falls below 185 °F, or there is obvious surface distress or breakage, the problem shall be resolved prior to continuing paving operations. The criteria for mixtures containing PG 76-28 asphalt cements shall be 235 °F. The minimum compaction temperatures may be adjusted according to the asphalt binder supplier recommendations. Adjusted minimum compaction temperatures must be shown on the approved mix design or on other asphalt binder supplier documents, and be available on the job site. Pay Reduction criteria in Section 25.14 shall still apply in such cases.

All roller marks shall be removed with the finish rolling. Use of vibratory rollers with the vibrator on will not be permitted on bridge decks.

The **General Contractor** shall establish a rolling pattern or procedure during the beginning of paving operations, which will achieve the required compaction and surface tolerances. This procedure may be re-evaluated by the **General Contractor** and **Project Construction Engineer** throughout the paving operations.

All HMA paving shall be compacted to 94.0 ± 2 percent of Maximum Theoretical (RICE) Density, (CP-51 or AASHTO T-209: Maximum Specific Gravity of Bituminous Paving Mixtures) as determined by ASTM D 2950. RICE values shall be used in calculating Relative Compaction according to CP-44 or .AASHTO T 166. The **General Contractor** shall determine the proper RICE value to use for the initial day's placement. Subsequent day's RICE value(s) will be based on the current day's production. The **General Contractor** shall provide the producer's RICE value, which shall be used for production until the actual day's RICE value is determined by the testing firm of

record for the project as approved by the **Project Construction Engineer**.

All joints shall be compacted to 92.0 ± 2 percent of RICE, taken fully on each side of joint, every 200 Linear Feet. RICE values shall be used in calculating Relative Compaction according to AASHTO T 166, Cores if need will be used to verify compaction results.

The **General Contractor** shall core the pavement, as required by the **Project Construction Engineer ,** for field density tests in accordance with Colorado Procedure 44 or AASHTO T 230, Method B, or for field calibration of nuclear density equipment in accordance with the ASTM D 2950 or Appendix of Colorado Procedure 81. At a minimum, cores for nuclear density equipment calibration shall be taken at the beginning of placement of each pavement layer or change of mixture materials or gradation. Untested areas during placement will also require cores to be taken to verify compaction.

Along forms, curbs, headers, walls, and all other places not accessible to the rollers, the mixture shall be thoroughly compacted with mechanical tampers.

Any mixture that becomes loose and broken, mixed with dirt, or is in any way defective, shall be immediately removed and replaced with fresh hot mixture and compacted to conform to the surrounding area.

Compaction requirements for SMA are covered in section 25.8.1. Rollers shall not be used in a vibratory mode on SMA unless they are first used successfully in the demonstration control strip. Pneumatic wheel rollers shall not be used on SMA Mix.

25.13 Production Tolerances

25.13.1 Top Lift Surface Tolerances

The variation between any two contacts with the surface shall not exceed 3/16 inch in 10 feet. For patching surface tolerances, the variation shall not exceed 3/8 inch in 10 feet. Irregularities exceeding the specified tolerance shall be corrected at the General Contractor's expense. Transverse measurements for variations shall exclude breaks in the crown sections.

25.13.2 Job Mix Formula Tolerances

Production test results that deviate from the design job mix by more than shown in the following table are subject to Section 25.14:

Table 25.13.2.
Gradation Tolerances

Item	
Passing No. 3/8" and Larger (note 1)	± 6%
Passing No. 4 and No.8	± 5%
Passing No. 30 to No. 50	± 4%
Passing No. 200 (note 2)	± 2%
Air Voids	± 1.2%
VMA (note 4)	± 1.2%
Hveem Stability	(note 3)
Asphalt Content	± 0. 3%

(Note 1) There is 1.0 percent tolerance for the maximum sieve size.
(Note 2) Mixes with passing No. 200 sieve material produced over 7.0 percent are allowed only when the above Air Voids and VMA tolerances are still met.
(Note 3) Hveem Stability must meet the minimum value specified in table 25.3.2.
(Note 4) When calculating VMA, use the most current aggregate specific gravity $G_{sb,}$

When disagreements concerning determination of specification compliance occur, only valid tests from the Project Construction Engineer will be considered. The Project Construction Engineer shall determine validity. Generally, valid tests are those in which sampling and test have been performed according to referenced procedures and the results are within stated precision statements. When disagreements occur with Asphalt Content and gradation tests results, solvent extracted aggregate testing shall take precedence over burn off oven extracted aggregate, which shall take precedent over cold feed belt testing.

25.14 CONFORMITY WITH PLANS AND SPECIFICATION

25.14.1 General

All work performed and all materials furnished shall conform to the lines, grades, cross sections, dimensions, and material requirements, including tolerances, shown in the contract.

For those items of work where working tolerances are not specified, the **General Contractor** shall perform the work in a manner consistent with reasonable and customary manufacturing and construction practices.

When the **Project Construction Engineer** determines that the material furnished, work performed,

or the finished product is not in conformity with the contract and has resulted in inferior or unsatisfactory product, the finished product or materials shall be removed and replaced or otherwise corrected by, and at the expense of, the **General Contractor**.

Materials shall be sampled and tested by a qualified testing laboratory in accordance with the sampling, testing schedules, and procedures contained in the Section 25.15 Testing and Inspection. The approximate maximum quantity represented by each sample shall be as set forth in the testing schedule. An additional number of samples, in relation to the quantity of materials represented, may be selected and tested at the **Project Construction Engineer's** discretion. The quantity represented by five consecutive random samples shall constitute a lot, whenever production schedules and material continuity permits. When it is necessary to represent short production runs, significant material changes, or other unusual characteristics of the work, the **Project Construction Engineer** may establish a lot consisting of the quantity represented by any number of consecutive random samples from one to seven inclusive. Testing results that are determined to have sampling or testing errors, as determined by the **Project Construction Engineer** , shall not be used.

25.15 Testing and Inspection

If any materials furnished or work performed by the **General Contractor** fails to fulfill the specification requirements, such deficiencies shall be reported to the **Project Construction Engineer** and the **General Contractor** immediately. Preliminary written field reports of all tests taken and observation results shall be given to the **General Contractor** and **Project Construction Engineer,** within 1 business day after samples were obtained or density testing performed. Field reports shall be forwarded to the Project Manager no later than 1 week following the testing.

Reports of all tests taken, including failing tests, shall be reported to the **Project Construction Engineer** and to the **General Contractor** no later than 1 week following the sampling. Density test results will be given in writing at the time the testing occurs.

Testing of Hot Mix Asphalt Pavement shall be performed in accordance with Table 25.15. The tests shall be performed under the general supervision of and signed by a **Professional Engineer** registered in the State of Colorado. Laboratories shall be inspected by either AASHTO or accredited A2LA or equivalent in the elements listed below. Technicians taking samples and conducting

compaction tests must have a LABCAT Level A certification or equivalent. Technicians conducting tests of asphalt content and gradation must have a LABCAT Level B certification or equivalent. Technicians performing volumetric testing must have a LABCAT Level C certification or equivalent.

Table 25.15.1
Schedule for Minimum Materials Sampling and Testing

Test	Standard*	Minimum Frequency
Sampling	AASHTO T 168, ASTM D 979 and ASTM D3665	One test for each day
Density	AASHTO T 166, T 238, T 230 Or CP-44, CP-81, CP-82	One test for each 250 lineal feet per Lane
Thickness (Core)	ASTM D 3549	One test for each 1000 lineal feet per Lane,
Air Voids & VMA	AASHTO T 166 & AASHTO PP 19 or CP-48	One test for each day (See note 4, Table 25.13.2)
Gradation	AASHTO T 27, T 11 or CP-31A, CP-31B	One test for each day
Asphalt (AC) Content	AASHTO T 164 or CP-L 5120 or other methods agreed upon between **Project Construction Engineer** and **General Contractor**	One test for each day
Maximum Theoretical Specific Gravity (Rice)	AASHTO T 209 or CP-51	One test for each day
Lottman Stripping, TSR & Dry Density	AASHTO T 283 or CP-L 5109, Method B	As requested by the **Project Construction Engineer** .
Micro Deval	AASHTO T 327 or CP-L 4211	One per 5000 tons or 1 per project minimum

Project Construction Engineer or designee shall be responsible for checking temperatures of mix in truck and on pavement, segregation, rolling patterns and other construction means and method that affect the performance of the pavement system. The General Contractor shall provide assistance in sampling and testing at all facilities and at the job site.

Agency: _____ Project Number: _____

Date: _____ Project Name: _____

MGPEC Form # 9 (11-24-2008)

- **Mixture Design Requirements for Hot Mix Asphalt Pavements (HMA)**

- Project Special Provision Sheet for Hot Mix Asphalt Pavements (HMA)

This MGPEC Form #9 is a **mandatory part of the bid documents**, and → shall be filled out by the Project Construction Engineer for each mix specified. The Contractor shall include a copy of this form with each Mix Design submittal after the contract is awarded.

Street Classification: _____

(examples: Residential, Collector, Arterial, Industrial, Parking Lot or actual name for Project)

→ Construction Application: ❑ Top Lift ❑ Intermediate Lift(s) ❑ Bottom Lift

❑ Patching ❑ Other_____

→ Aggregate Gradation: ❑ Grading SX (2.5" or less lifts)

❑ Grading S (2.5+" to 3.5" lifts)

❑ Grading SG (3.5" or thicker lifts) - for lower lift(s) only, may need approval of surface texture by Agency

❑ SMA (Top lift only)

The SMA gradation for this project shall be _____

RAP Quantity, Maximum: ❑ 0% ❑ 15% ❑ 20% ❑ 25%

Notes: - A quality control plan for RAP will be required when RAP is used

- Top lift Maximum RAP content allowed is 20%

MGPEC Form #9 **to be used with :**

MGPEC – Volume 1 - Pavement Design Standards and Construction Specifications

MGPEC Item 9 Hot Mix Asphalt Pavements (HMA) & Stone Matrix Asphalt (SMA) November 2008 version

Agency: _____ Project Number: _____

Date: _____ Project Name: _____

Page 2

→ Superpave Gyratory Mix Design Compaction Level, Recommended usage and Recommend binder(s):

Design Level	Recommended Traffic Levels	Recommended PG Binder(s)
❑ N_{design}=50	Low volume	❑ PG 58-28 or ❑ PG 64-22
❑ N_{design}=75	0 to <3 million ESALs	❑ PG 64-22 or ❑ PG 58-28
❑ N_{design}=100	3 million to <30 million ESALs	❑ PG 64-22 or ❑ PG 76-28

Notes: - The binders are shown in order they should be considered.

- PG76-28 polymer modified PG Binders are typically used in the top lift only
- PG 58-28 Binder recommended for residential developments with less than 100,000 ESAL's

- Target Job Mix Optimum Binder Content for HMA gradings as close to 4.0% air voids as possible (3.5% to 4.5% air voids per MGPEC Item 9 October 2008)
- Target Job Mix Optimum Binder content for SMA gradings at 3.0% to 4.0% air voids

A completed MGPEC Form #9 shall supplement the MGPEC Construction Specifications defining the contract specific requirements of Item 9: Hot Mix Asphalt Pavement (HMA) & Stone Matrix Asphalt (SMA). Refer to the Item #9 Specifications for details.

MGPEC Form #9 **to be used with :**

MGPEC – Volume 1 - Pavement Design Standards and Construction Specifications

MGPEC Item 9 Hot Mix Asphalt Pavements (HMA) & Stone Matrix Asphalt (SMA) November 2008 version