

Amend **Section 401 – HOT MIX ASPHALT (HMA) PAVEMENT** to read as follows:

“SECTION 401 – HOT MIX ASPHALT (HMA) PAVEMENT

401.01 Description. This section describes furnishing and placing dense graded HMA pavement (herein referred to as HMA) on a prepared surface.

401.02 Materials.

Asphalt Cement (PG 64-16) 702.01(A)

Use for non-surface mixes, unless otherwise specified in the project documents

Asphalt Cement (PG 64E-22) 702.01(B)

Use for all surface mixes, except for on Lanai and Molokai, and unless otherwise specified in the project documents

Emulsified Asphalt 702.04

Warm Mix Asphalt Additive 702.06

Aggregate for Hot Mix Asphalt Pavement 703.09

Filler 703.15

Hydrated Lime or a liquid anti-strip approved by the engineer 712.03

(A) General. HMA pavement shall be plant mixed and shall include mixture of aggregate and asphalt binder and may include reclaimed asphalt pavement (RAP) or filler, or both.

Polymer Modified Asphalt (herein referred to as PMA) pavement shall conform to all HMA pavement requirements, but with the use of asphalt binder specified in Subsection 702.01(B) – Asphalt Cement (PG 64E-22).

The manufacture of HMA may include warm mix asphalt (WMA) processes in accordance with these specifications. WMA processes include combinations of organic additives, chemical additives, and foaming.

HMA pavement shall include surface course and may include one or more binder courses, depending on HMA pavement thickness indicated in the contract documents.

RAP is defined as removed or reprocessed pavement materials

containing asphalt and aggregates. Process RAP by crushing until 100 percent of RAP passes 3/4-inch sieve. Size, grade uniformly, and combine materials such that blend of RAP and aggregate material conforms to grading requirements of Subsection 703.09 - Aggregate for Hot Mix Asphalt Pavement. In surface and binder courses, aggregate for HMA may include RAP quantities up to 20 percent of total mix weight.

Quantity of filler material to correct deficiencies in aggregate gradation passing the No. 200 sieve shall not exceed 3 percent by weight of fine aggregates.

(B) Job-Mix Formula and Tests. Design job-mix formula in accordance with procedures contained in current edition of Asphalt Institute's *Mix Design Methods for Asphalt Concrete and Other Hot Mix Types*, Manual Series No. 2 (MS-2) for either Marshall Method or Hveem Method of Mix Design.

Limit compacted lift thickness and asphalt content of job-mix formula as specified in Table 401.02-1 - Limits of Compacted Lift Thickness and Asphalt Content.

TABLE 401.02-1 - LIMITS OF COMPACTED LIFT THICKNESS AND ASPHALT CONTENT				
MIX NO.	II	III	IV	V
Minimum to Maximum Compacted Thickness for Individual Lifts (Inches)	2-1/4 to 3	2 to 3	1-1/2 to 3	1-1/4 to 3
Asphalt Content Limits (Percent of Total Weight of Mix)	3.8 to 6.1	4.3 to 6.1	4.3 to 6.5	4.8 to 7.0

Asphalt content limits for porous aggregate may be exceeded only if it is requested ahead of placement and is reviewed then accepted in writing by the Engineer.

Meet job-mix formula design criteria specified in Table 401.02-2 - Job-Mix Formula Design Criteria.

76

TABLE 401.02-2 - JOB-MIX FORMULA DESIGN CRITERIA	
Hveem Method Mix Criteria (AASHTO T 246 and AASHTO T 247)	
Stability, minimum	37
Air Voids (percent) ¹	3 - 5
Marshall Method Mix Criteria (AASHTO T 245)	
Compaction (number of blows each end of specimen)	75
Stability, minimum (pounds)	1,800
Flow (x 0.01 inch)	8 - 16
Air Voids (percent) ¹	3 - 5
Notes: 1. Air Voids: AASHTO T 166 or AASHTO T 275; AASHTO T 209, AASHTO T 269.	

77

78

79

80

81

Minimum percent voids in mineral aggregates (VMA) of job-mix formula shall be as specified in Table 401.02-3 - Minimum Percent Voids in Mineral Aggregates (VMA).

TABLE 401.02-3 - MINIMUM PERCENT VOIDS IN MINERAL AGGREGATES (VMA)					
Nominal Maximum Particle Size, (Inches)	1-1/2	1	3/4	1/2	3/8
VMA, (percent) ¹	11.0	12.0	13.0	14.0	15.0
Notes: 1. VMA: See Asphalt Institute Manual MS-2					

82

83

84

85

86

87

(C) Submittals. Establish and submit job-mix formula for each type of HMA pavement mix indicated in the contract documents a minimum of 30 days before paving production. Job mix shall include the following applicable information:

88

(1) Design percent of aggregate passing each required sieve size.

89

90

(2) Design percent of asphalt binder material (type determined by type of mix) added to the aggregate (expressed as % by weight of total mix),

91

92

93

(3) Design proportion of processed RAP.

94

95

(4) Design temperature of mixture at point of discharge at paver.

96

97

- (5) Source of aggregate.
- (6) Grade of asphalt binder.
- (7) Test data used to develop job-mix formula.

Except for item (4) in this subsection, if design requirements are modified after the Engineer accepts job-mix formula, submit new job-mix formula before using HMA produced from modified mix design. Submit any changes to the design temperature of mixture at point of discharge for acceptance by the Engineer.

Submit a certificate of compliance for the asphalt binder, accompanied by substantiating test data from a certified testing laboratory.

(D) Range of Tolerances for HMA. Provide HMA within allowable tolerances of accepted job-mix formula as specified in Table 401.02-4 - Range of Tolerances. These tolerances are not to be used for the design of the job mix, they are solely to be used during the testing of the production field sample of the HMA mix.

TABLE 401.02-4 - RANGE OF TOLERANCES HMA	
Passing No. 4 and larger sieves (percent)	± 7.0
Passing No. 8 to No. 100 sieves (inclusive) (percent)	± 4.0
Passing No. 200 sieve (percent)	± 3.0
Asphalt Content (percent)	± 0.4
Mixture Temperature (degrees F)	± 20

The tolerances shown are the allowable variance between the physical characteristics of laboratory job mix submitted mix design and the production or operational mix, i.e., field samples.

401.03 Construction.

(A) Weather Limitations. Placement of HMA shall not be allowed under the following conditions:

- (1) On wet surfaces, e.g., surface with ponding or running water, surface that has aggregate or surface that appears beyond surface saturated dry, as determined by the Engineer.

(2) When air temperature is below 50 degrees F and falling. HMA may be applied when air temperature is above 40 degrees F and rising. Air temperature will be measured in shade and away from artificial heat.

(3) When weather conditions prevent proper method of construction.

(B) Equipment.

(1) **Mixing Plant.** Use mixing plants that conform to AASHTO M 156, supplemented as follows:

(a) All Plants.

1. **Automated Controls.** Control proportioning, mixing, and mix discharging automatically. When RAP is incorporated into mixture, provide positive controls for proportioning processed RAP.

2. **Dust Collector.** AASHTO M 156, Requirements for All Plants, Emission Controls is amended as follows:

Equip plant with dust collector. Dispose of collected material. In the case of baghouse dust collectors, dispose of collected material or return collected material uniformly.

3. **Modifications for Processing RAP.** When RAP is incorporated into mixture, modify mixing plant in accordance with plant manufacturer's recommendations to process RAP.

(b) Drum Dryer-Mixer Plants.

1. **Bins.** Provide separate bin in cold aggregate feeder for each individual aggregate stockpile in mix. Use bins of sufficient size to keep plant in continuous operation and of proper design to prevent overflow of material from one bin to another.

174 **2. Stockpiling Procedures.** Separate aggregate
175 for Mix II, Mix III and Mix IV into at least three stockpiles
176 with different gradations as follows: coarse,
177 intermediate, and fine. Separate aggregates for Mix V
178 into at least two stockpiles. Stockpile RAP separately
179 from virgin aggregates.
180

181 **3. Checking Aggregate Stockpile.** Check
182 condition of the aggregate stockpile often enough to
183 ensure that the aggregate is in optimal condition.
184

185 **(c) Batch and Continuous Mix Plants.**
186

187 **1. Hot Aggregate Bin.** Provide bin with three or
188 more separate compartments for storage of screened
189 aggregate fractions to be combined for mix. Make
190 partitions between compartments tight and of sufficient
191 height to prevent spillage of aggregate from one
192 compartment into another.
193

194 **2. Load Cells.** Calibrated load cells may be used in
195 batch plants instead of scales.
196

197 **(2) Hauling Equipment.** Use trucks that have tight, clean, smooth
198 metal beds for hauling HMA.
199

200 Thinly coat truck beds with a minimum quantity of non-stripping
201 release agent to prevent mixture from adhering to beds. Diesel or
202 petroleum-based liquid release agents, except for paraffin oil, shall not
203 be used. Drain excess release agent from truck bed before loading
204 with HMA.
205

206 Provide a designated clean up area for the haul trucks.
207

208 Equip each truck with a tarpaulin conforming to the following:
209

210 **(a)** In good condition, without tears and holes.
211

212 **(b)** Large enough to be stretched tightly over truck bed,
213 completely covering mix. The tarpaulin shall be secured in such
214 a manner that it remains stretched tightly over truck bed and
215 HMA mix until the bed is about to be raised up in preparation
216 for discharge.
217

218 **(3) Asphalt Pavers.** Use asphalt pavers that are:
219

- (a) Self-contained, power-propelled units.
- (b) Equipped with activated screed or strike-off assembly, heated if necessary.
- (c) Capable of spreading and finishing courses of HMA mixtures in lane widths applicable to typical section and thicknesses indicated in the contract documents.
- (d) Equipped with receiving hopper having sufficient capacity for uniform spreading operation.
- (e) Equipped with automatic feed controls to maintain uniform depth of material ahead of screed.
- (f) Equipped with automatic screed controls with sensors capable of sensing grade from outside reference line, sensing transverse slope of screed, and providing automatic signals to control screed grade and transverse slope.
- (g) Capable of operating at constant forward speeds consistent with satisfactory laying of mixture.
- (h) Equipped with a means of preventing the segregation of the coarse aggregate particles from the remainder of the bituminous plant mix when that mix is carried from the paver hopper back to the paver augers. The means and methods used shall be approved by the paver manufacturer and may consist of chain curtains, deflector plates, or other such devices and any combination of these.

The following specific requirements shall apply to the identified bituminous pavers:

1. **Blaw-Knox Bituminous Pavers.** Blaw-Knox bituminous pavers shall be equipped with the Blaw-Knox Materials Management Kit (MMK).
2. **Cedarapids Bituminous Pavers.** Cedarapids bituminous pavers shall be those that were manufactured in 1989 or later.

262 **3. Barber-Green/Caterpillar Bituminous Pavers.**

263 Barber-Green/Caterpillar bituminous pavers
264 shall be equipped with deflector plates as
265 identified in the December 2000 Service
266 Magazine entitled "New Asphalt Deflector Kit
267 {6630, 6631, 6640}".
268

269 Bituminous pavers not listed above shall have similar
270 attachments or designs that shall make them equivalent to the
271 bituminous pavers listed above. The Engineer will solely
272 decide if it is equal to or better than the setups described for the
273 equipment listed above.
274

275 Submit for review and acceptance, prior to the start of
276 using the paver for the placing of plant mix, a full description in
277 writing of the means and methods that will be used to prevent
278 the bituminous paver from having both aggregate and
279 temperature segregation. Use of any paver that has not been
280 accepted is prohibited until acceptance of the paver is received
281 from the Engineer. Any pavement placed with an unaccepted
282 paver will be regarded as not compliant work and may not be
283 paid for and may require removal.
284

285 Supply a Certificate of Compliance that verifies that the
286 manufacturer's approved means and methods used to prevent
287 bituminous paver from having both aggregate and temperature
288 segregation have been implemented on all pavers used on the
289 project and are working in accordance with the manufacturer's
290 requirements and Contract Documents.
291

292 **(4) Rollers.** Rollers shall be self-propelled, steel-tired tandem,
293 pneumatic-tired, or vibratory-type rollers capable of reversing without
294 shoving or tearing the just placed HMA mixture. Provide sufficient
295 number, sequencing, type, and rollers of sufficient weight to compact
296 the mixture to required density while mixture is still in workable
297 condition unless otherwise indicated in the Contract Documents.
298 Equipment shall not excessively crush aggregate. Operate rollers in
299 accordance with manufacturer's recommendations and Contract
300 Documents. The use of intelligent compaction is encouraged and may
301 be required elsewhere in the Contract Documents.
302

303 **(a) Steel-Tired Tandem Rollers.** Steel-tired tandem rollers
304 used for initial breakdown or intermediate roller passes shall
305 have minimum gross weight of 12 tons and shall provide
306 minimum 250-pound weight per linear inch of width on drive
307 wheel.

Steel-tired tandem rollers used for finish roller passes shall have minimum total gross weight of 3 tons.

Do not use roller with grooved or pitted rolling drum or worn scrapers or wetting pads. Replace excessively worn scrapers and wetting pads before use.

(b) Pneumatic-Tired Rollers. Pneumatic-tired rollers shall be oscillating-type, equipped with smooth-tread pneumatic tires of equal size and diameter. Maintain tire pressure within 5 pounds per square inch of designated operational pressure when hot. Space tires so that gaps between adjacent tires are covered by following set of tires.

Pneumatic-tired rollers used for breakdown or intermediate roller passes shall have a ballast capable of establishing an operating weight per tire of not less than 3,000 pounds. Equip rollers with tires having minimum 20-inch wheel diameter with tires inflated to 70 to 75 pounds per square inch pressure when cold and 90 pounds per square inch when hot. Equip rollers with skirt-type devices to maintain temperature of tires during rolling operations.

Pneumatic-tired rollers used for kneading finished asphalt surfaces shall have a ballast capable of establishing an operating weight per tire of not less than 1,500 pounds. Equip rollers with tires having minimum 15-inch wheel diameter with tires inflated to 50 to 60 pounds per square inch pressure. If required, equip rollers with skirt-type devices to maintain temperature of tires during rolling operations.

(c) Vibratory Rollers. Vibratory rollers shall be steel-tired tandem rollers having minimum total weight of 3 tons. Equip vibratory rollers with amplitude and frequency controls and speedometer. Operate vibratory roller in accordance with manufacturer's recommendations. For very thin lifts, 1 inch or less in thickness, vibratory rollers shall not be used in the vibratory mode. Instead, operate the unit in the static mode.

(5) Hand Tools. Keep hand tools used in production, hauling, and placement of HMA clean and free of contaminants. Diesel or mineral spirits or other cleaning material that is potentially deleterious to HMA may be used to clean hand tools providing:

(a) It does not contaminate HMA with cleaning material.

354 (b) Clean hand tools over catch pan with capacity to hold all
355 the cleaning material.

356
357 (c) Remove all diesel or mineral spirits or other cleaning
358 material that is potentially deleterious to HMA from hand tools
359 before using with HMA.

360
361 (d) Hand tools used shall be in a condition such that it meets
362 the requirements that it was manufactured for, e.g., a
363 straightedge shall meet the straightness requirement of the
364 manufacturer.

365
366 **(6) Material Transfer Vehicle (MTV).**
367

368 (a) **Usage.** MTV usage applies to surface courses of paving
369 projects on all Islands except Lanai, unless otherwise indicated
370 in the Contract Documents. When placing HMA surface course
371 use MTV to independently deliver mixtures from hauling
372 equipment to paving equipment. MTV usage will not be
373 required for the following:

- 374 1. Projects with less than 1,000 tons of HMA.
- 375 2. Temporary pavements.
- 376 3. Bridge deck approaches.
- 377 4. Shoulders.
- 378 5. Tapers.
- 379 6. Turning lanes.
- 380 7. Driveways.
- 381 8. Areas with low overhead clearances.

382
383 (b) **Equipment.** When using MTV, install minimum 10-ton-
384 capacity hopper insert in conventional paver hopper. Provide
385 the following equipment:

- 386 1. High-capacity truck unloading system in MTV
387 capable of receiving HMA from hauling equipment.
 - 388 2. MTV storage bin with minimum 15-ton capacity.
- 389
390
391
392
393
394
395
396
397
398
399

3. An auger mixing system in one of the following:
the MTV storage bin, or paver hopper insert, or paver
hopper to continuously mix HMA prior to discharging to
the paver's conveyor system.

Avoid stop-and-go operations by coordinating plant
production rate, number of haul units, and MTV and paver
speeds to provide a continuous, uniform, segregation-free
material flow and smooth HMA pavement. Maintain uniform
paver speed to produce smooth pavements.

(c) Performance Evaluation. Evaluate the performance
of MTV and mixing equipment by measuring mat temperature
profile immediately behind paver screed on first day of paving
and when it feels the need to do so due to perceived changes
in performance or as directed by the Engineer.

Use a hand-held temperature device that has been
calibrated within the past 12 months. It shall be an infrared
temperature gun is capable of measuring in one degree or finer
increments between the temperatures of 80 degrees to 400
degrees F with a laser to indicate where the temperature
reading is being taken. Six temperature profile measurements
shall be taken of mat surface using infrared temperature gun at
50-foot intervals behind paver. Each temperature profile shall
consist of three surface temperature measurements taken
transversely across the mat in approximately a straight line
from screed while paver is operating. For each profile,
temperatures shall be measured approximately 1 foot from
each edge and in middle of mat. The difference between
maximum and minimum temperature measurements for each
temperature profile shall not exceed 10 degrees F. If any two
or more temperature profiles exceeds the allowable 10-degree
F temperature differential, halt paving operation and adjust
MTV or mixing equipment to ensure that material placed by
paver meets specified temperature requirements. Redo the
measuring of mat temperature profile until adjustment of the
MTV or mixing equipment is adequate. Submit all temperature
profiles to the Engineer by next business day. Information on
the report shall show location and temperature readings and
time test was performed. Enough information shall be given,
so the Engineer will be able to easily locate the test site of the
individual measurement.

When requested temperature profile measurements
shall be done in the presence of the Engineer.

Once adjustments are made, repeat measurement procedure for the next two placements to verify that material placed by paver meets specified temperature requirements. Terminate paving if temperature profile requirements are not met during repeated measurement procedure. If equipment fails to meet requirements after measurement procedure is repeated once, replace equipment before conducting any further temperature profile measurements

The Engineer may perform surface temperature profile measurements at any time during project. The Engineer may in lieu of a hand-held infrared temperature device use an infrared camera or device that is capable of measuring temperatures to locate cold spots. If such cold spots exist, the Engineer may require adjustments to the MTV.

If bleeding or fat spots occur in the pavement adjust means and methods to eliminate such pavement defects and perform remedial repair to pavement acceptable to the Engineer. Bleeding is defined as excess binder occurring on the surface of the pavement. It may create a shiny, glass-like, reflective appearance and may be tacky to the touch. Fat spots are localized bleeding.

(d) Transport.

1. Trailered MTV. Transport MTV by means of truck-tractor/trailer combination in accordance with Chapter 104 of Title 19, Department of Transportation, entitled "The Movement by Permit of Oversize and Overweight Vehicles on State Highways".

2. Crossing Bridges for Self-Powered MTV. When self-powered MTV exceeds legal axle or total weight limits for vehicles under the HRS, Chapter 291, conform to the following when crossing bridges within project limits unless otherwise indicated in the Contract Documents:

- a. Completely remove mix from MTV.
- b. Move MTV at relatively constant speed not exceeding 5 miles per hour. MTV will not be allowed to stop on bridge.

c. No other vehicle or equipment will be allowed on bridge.

d. The MTV shall not attempt to cross a bridge where the posted load limit is less than or equal to the weight of the MTV empty. Permission to cross the bridge shall be obtained from the Engineer and HWY-DB in writing.

(C) Preparation of Surface. Clean existing pavement in accordance with Section 310 - Brooming Off. Apply tack coat in accordance with Section 407 - Tack Coat. Tack coat shall not be applied to surfaces to receive an application of joint adhesive.

Where indicated in the Contract Documents, bring irregular surfaces to uniform grade and cross section by furnishing and placing one or more leveling courses of HMA Mix V. Spread leveling course in variable thicknesses to eliminate irregularities in existing surface. Place leveling course such that maximum depth of each course, when thoroughly compacted to the Contract Documents' requirements, does not exceed 3 inches.

In multiple-lift leveling course construction, spread subsequent lifts beyond edges of previously spread lifts in accordance with procedures contained in current edition of the Asphalt Institute's *Construction of Hot Mix Asphalt Pavements*, Manual Series No. 22 (MS-22) for leveling wedges.

Notify the Engineer of existing surfaces that may not be in a condition that will have enough strength to be a good bonding surface or foundation and should be removed or have remedial repairs done before new pavement placement.

(D) Plant Operation.

(1) Preparation of Asphalt Binder. Uniformly heat asphalt binder and provide continuous supply of heated asphalt cement from storage to mixer. Do not heat asphalt binder above the recommendation of the supplier for modified binders or above 350 degrees F for neat binders.

(2) Preparation of Aggregate. Dry and heat aggregate material at temperature sufficient to produce design temperature of job-mix formula. Do not exceed 350 degrees F. Adjust heat source used for drying and heating to avoid damage to and contamination of aggregate. When dry, aggregate shall not contain more than 1 percent moisture by weight.

For batch plants, screen aggregates immediately after heating and drying into three or more fractions. Convey aggregates into separate compartments ready for batching and mixing with asphalt binder.

(3) Mixing. Measure aggregate and asphalt; or aggregate, RAP, and asphalt into mixer in accordance with an accepted job-mix formula. Mix until components are completely mixed and adequately coated with asphalt binder in accordance with AASHTO M 156. Percent of coated particles shall be 95 percent when tested in accordance with AASHTO T 195.

(4) Plant Inspection. For control and acceptance testing during periods of production, provide a testing laboratory that meets the requirements of AASHTO M 156. Provide space, utilities, and equipment required for performing specified tests.

(E) Spreading and Finishing. Prior to each day's paving operation, check screed or strike-off assembly surface with straight edge to ensure straight alignment and there is no damage or wear to the machine that will affect performance. Provide screed or strike-off assembly that produces finished surface without tearing, shoving, and gouging HMA. Discontinue using spreading equipment that leaves ridges, indentations, or other marks, or combination thereof in surface that cannot be eliminated by rolling or affects the final smoothness of the pavement or be prevented by adjustment in operation.

Maintain HMA at minimum 250 degrees F temperature at discharge to paver. The Engineer shall observe the contractor measuring the temperature of mix in hauling vehicle just before depositing into spreader or paver or MTV.

Deposit HMA in a manner that minimizes segregation. Raise truck beds with tailgates closed before discharging HMA.

Lay, spread, and strike off HMA upon prepared surface. Where practical, use asphalt pavers to distribute mixture.

Where practical, control horizontal alignment using automatic grade and slope controls from reference line, slope control device. Existing pavements or features shall not be used for grade control alone.

Obtain sensor grade reference, horizontal alignment by using established grade and slope controls. For subsequent passes, substitution of one ski with joint-matching shoe riding on finished adjacent pavement is acceptable. Use of a comparable non-contact mobile reference system and joint matching shoe is acceptable.

Avoid stop-and-go operation. Maintain a constant forward speed of paver during paving operation and minimize other methods that impact smoothness.

Offset longitudinal joint in successive lifts by approximately 6 inches. Incorporate into paving method an overlap of material of 1-inch +/- 0.5 inches at the longitudinal joint. The HMA overlap material shall be left alone when initially placed and shall not be bumped back or pushed back with a lute or any other hand-held device. If the overlap exceeds the maximum amount, remove the excess with a flat shovel, allowing recommended amount of overlap HMA material to remain in place to be compacted. Do not throw the removed excess HMA material on to the paving mat. The longitudinal joint in a surface course when total roadway width is comprised of two lanes shall be near the centerline of pavement or near lane lines when roadway is more than two lanes in width. The longitudinal joint shall not be constructed in the wheel path. Every effort should be made to not locate the longitudinal joint under the longitudinal lane lines. Make a paving plan drawing showing how the longitudinal joint will not be located in these areas.

Control the horizontal alignment of the longitudinal edge of the HMA mat being installed so that the edge is parallel to the centerline or has a uniform alignment, e.g., the edge of the mat is straight line or uniform curve, no wavy edge, etc. to have a consistent amount of HMA material at the joint.

Check the compaction of the longitudinal joint during paving often enough to ensure that it will meet the compaction requirements.

If nuclear gauges and ground penetrating radar are used as the contractor's quality control method, they shall be properly calibrated and periodically checked by comparison to cores taken from the pavement. The use of sand as an aid in properly seating the gauge may also be considered for improving the accuracy of the gauge.

In areas where irregularities or unavoidable obstacles make use of mechanical spreading and finishing equipment impracticable, spread, rake, and lute mixture by hand tools. For such areas, deposit, spread evenly, and screed mixture to required compacted thickness.

Demonstrate competence of personnel operating grade and crown control device before placing surface courses. If automatic control system becomes inoperative during the day's work, the Engineer will permit the Contractor to finish day's work using manual controls. The Engineer may also allow additional HMA to be ordered and placed using manual controls if it will provide a safer work site for the public to travel through. Do not resume work until automatic control system is made operative. The Engineer may waive requirement for electronic screed control device when paving gores, shoulders, transitions, and miscellaneous reconstruction areas where the use of the devices is not practical.

When production of HMA can be maintained and when practicable, use pavers in echelon shall be used to place surface course in adjacent lanes.

At the end of each workday, HMA pavement that is open to traffic shall not extend beyond the panel of the adjacent new lane pavement by more than the distance normally placed in one workday. At end of each day's production, construct tapered transitions along all longitudinal and transverse pavement drop-offs; this shall apply to areas where existing pavement is to meet newly placed pavement. Use slopes of 6:1 for longitudinal taper transitions and 48:1 for transverse tapered transitions. Maximum drop-off height along the joints shall be 3 inches. Also, using a 48:1 slope provides a taper around any protruding object, e.g., manholes, drain boxes, survey monuments, inlets, etc., that may be above pavement surface when opened to the public. If the object is below the surface of the pavement then fill the depression until it is level with the surrounding pavement or raise depressed objects to the finish grade of the placed pavement. Remove and dispose of all transition tapers before placing adjoining panel or next layer of HMA. Notify traveling public of pavement drop-offs or raised objects with signs placed in every direction of traffic that may use and encounter pavement drop-offs or protruding objects or holes.

Use the same taper rates for areas where there is a difference in elevation due to construction work.

At end of each workweek, complete full width of the roadway's pavement, including shoulders, to same elevation with no drop-offs.

(F) Compaction. Immediately after spreading and striking off HMA and adjusting surface irregularities, uniformly compact mixture by rolling.

Initiate compaction at highest mix temperature allowing compaction without excessive horizontal movement. Temperature shall not be less than 220 degrees F.

667 Finish rolling using tandem roller while HMA temperature is at or
668 above 175 degrees F.

669
670 On superelevated curves, begin rolling at lower edge and progress to
671 higher edge by overlapping of longitudinal trips parallel to centerline.

672
673 If necessary, repair damage immediately using rakes and fresh mix.
674 Do not displace line and grade of HMA edges during rolling.

675
676 Keep roller wheels properly moistened with water or water mixed with
677 small quantities of detergent. Use of excess liquid, diesel, and petroleum-
678 based liquids will not be allowed on rollers.

679
680 Along forms, curbs, headers, walls and other places not accessible to
681 rollers, compact mixture with hot hand tampers, smoothing irons, or
682 mechanical tampers. On depressed areas, trench roller or cleated
683 compression strips under roller may be used to transmit compression.

684
685 Before the start of compaction or during compaction or both remove
686 pavement that is loose, broken, or contaminated, or combination thereof;
687 pavement that shows an excess or deficiency in asphalt binder content; and
688 pavement that is defective in any way. Replace with fresh HMA pavement of
689 same type, and compact. Remove and replace defective pavement and
690 compact at no increase in contract price or contract time.

691
692 Operate rollers at slow and uniform speed with no sudden stops. The
693 drive wheels shall be nearest to the paver. Continue rolling to attain specified
694 density and until roller marks are eliminated.

695
696 Rollers shall not be parked on the pavement placed that day or shift.

697
698 **(1) HMA Pavement Courses One and a Half Inches Thick or**
699 **Greater.** Where HMA pavement compacted thickness indicated in the
700 Contract Documents is 1-1/2 inches or greater, compact to not less
701 than 93.0 percent nor greater than 97.0 percent of the maximum
702 specific gravity determined in accordance with AASHTO T 209,
703 modified by deletion of Supplemental Procedure for Mixtures
704 Containing Porous Aggregate.

705
706 Place HMA pavement in individual lifts that are within minimum
707 and maximum allowable compacted thickness for various types of
708 mixture as specified in Table 401.02-1 - Limits of Compacted Lift
709 Thickness and Asphalt Content.
710

(2) HMA Pavement Courses Less Than One and a Half Inches Thick. Where HMA pavement compacted thickness indicated in the contract documents is less than 1-1/2 inches, compaction to a specified density will not be required.

Use only non-vibratory, steel-tired, tandem roller. Roll entire surface with minimum of two roller passes. A roller pass is defined as one trip of the roller in one direction over any one spot.

For intermediate rolling, roll entire surface with minimum of four passes of roller.

Finish rolling using steel-tired, tandem roller. Continue rolling until entire surface has been compacted with minimum of three passes of roller, and roller marks have been eliminated.

Do not use rollers that will excessively crush aggregate.

(3) HMA Pavement Courses One and a Half Inches Thick or Greater In Special Areas Not Designated For Vehicular Traffic.

For areas such as bikeways that are not part of roadway and other areas not subjected to vehicular traffic, compact to not less than 90.0 percent of maximum specific gravity determined in accordance with AASHTO T 209, modified by deletion of Supplemental Procedure for Mixtures Containing Porous Aggregate. Increase asphalt content by at least 0.5 percent above that used for HMA pavements designed for vehicular traffic. Paved shoulders shall be compacted in the same manner as pavements designed for vehicular traffic.

(G) Joints, Trimming Edges and Utility Marking. At HMA pavement connections to existing pavements, make joints vertical to depth of new pavement. Saw cut existing pavement and cold plane in accordance with Section 415 - Cold Planing of Existing Pavement to depth equal to thickness of surface course or as indicated in the Contract Documents.

At HMA connections to previously placed lifts, form transverse joints by cutting back on previous run to expose full depth of course. Dispose of material trimmed from edges. Protect end of freshly laid mixture from rollers.

Before and after paving, identify and mark location of existing utility manholes, valves, and handholes on finished surface. Adjust existing frames and covers and valve boxes to final pavement finish grade in accordance with Section 604 - Manholes, Inlets and Catch Basins and Section 626 - Manholes and Valve Boxes for Water and Sewer Systems.

(1) Longitudinal joints. Submit for review the means and methods that will be used to install longitudinal joints at the required compaction and density. The Engineer may allow a waiver to the Contract Documents by allowing the compaction of the HMA at the longitudinal joints to be no lower than 90.0 percent of the maximum specific gravity determined in accordance with AASHTO T 209, modified by deletion of Supplemental Procedure for Mixtures Containing Porous Aggregate. The air voids at the longitudinal joints shall not exceed 10 percent. Verify the compaction of the longitudinal joints meets the Contract Documents' requirements by using non-destructive testing methods during paving and submit the results on the daily quality control test reports.

Overband all longitudinal joints within the entire lot represented by the non-compliant core, PG binder seal coat, or other type of joint enrichment accepted by the Engineer when the longitudinal joints are found to have less than 93.0 percent but is no less than 90 percent of the maximum specific gravity or has an air void that exceeds 10 percent. The overband shall not decrease the skid resistance of the pavement under any ambient weather condition. Submit overband material's catalog cuts, test results and application procedure for review and acceptance by the Engineer before use. Center the overband over the longitudinal joint. The overband shall be placed in a uniform width and horizontal alignment. The overband shall have no holidays or streaking in its placement. The width of the overband shall be based on how the longitudinal joint was constructed or as directed by the Engineer. If a butt joint is used, the overband width shall be a minimum of 12-inches. For butt wedge or wedge joints the overband width shall be the width of the wedge plus an additional six-inches minimum. Replace any pavement markings damaged or soiled by the overband remedial repair process.

For longitudinal joints that have a compaction of less than 90 percent of the maximum specific gravity; removal may be required by the Engineer instead of overbanding the non-compliant joint. The Engineer will solely decide if removal or overbanding is required. If removal is required, it shall be the material on one side of the longitudinal joint for the full width of the mat for the paving day. The Engineer will solely decide which material shall be used.

Persistent low compaction results may be cause to suspend work and remove non-conforming work. During the suspension of paving, revise means and methods used in constructing longitudinal joints and submit to the Engineer for review and acceptance. Suspension may occur when:

(1) Two or more longitudinal joints tests fail to meet the minimum compaction

(2) One sample reveals that the joint compaction is 90 percent or less.

(3) The maximum air void requirement exceeds 10 percent.

Test for compaction and density regardless of layer thickness. Compaction and density shall be determined by using six-inch diameter or larger cores instead of four-inch diameter cores. For longitudinal joints made using butt joints cores shall be taken over the joint with half of the core being on each side of the joint. For longitudinal joints using butt wedge joints, center core over the center of the wedge so that 50 percent of the material is from the most recently paved material and the remaining 50 percent of the core is from the material used to pave the previous layer. One core shall be taken at a maximum of every 250 tons of longitudinal joint and any fraction of that length for each day of paving with a minimum of one core taken for each longitudinal joint per day. Cores taken for the testing of the longitudinal joint may be used to determine pavement thickness.

Compaction results for longitudinal joints until January 1, 2023 will not be included in any Sliding Scale Pay Factor for Compaction payment calculation. After, January 1, 2023 it will be included.

(H) HMA Pavement Samples. Obtain test samples from compacted HMA pavement within 72 hours of lay down. Provide minimum 4-inch diameter cores consisting of undisturbed, full-depth portion of compacted mixture taken at locations designated by the Engineer in accordance with the "Sampling and Testing Guide for Acceptance and Verification" in Hawaii DOT Highways Division, *Quality Assurance Manual for Materials*, Appendix 3. Cores shall be taken in the presence of the Engineer. Turn cores over to Engineer immediately after cores have been taken.

For pavement samples for longitudinal joints provide 6-inch diameter cores minimum. For pavement samples for other than longitudinal joints 4-inch diameter cores minimum shall be taken. All cores shall consist of undisturbed, full-depth of the lift of the compacted mixture taken at locations designated by the Engineer in accordance with the "Sampling and Testing Guide for Acceptance and Verification" in Hawaii DOT Highways Division, *Quality Assurance Manual for Materials*, appendix 3. Coring of longitudinal joints shall use a modified HDOT Sampling and Testing Guide as required by the Contract Documents.

Cores that separate shall indicate to the Engineer that there is insufficient bonding of layers. Modify the previously used paving means and methods to prevent future debonding of layers. Debonding of a core sample after adjustment of the Contractor's methods will be an indication of continued non-conforming work and the Engineer may direct removal of the layer at no additional cost or contract time.

Restore HMA pavement immediately after obtaining samples. Clean core hole and walls of all deleterious material that will prevent the complete filling of the core hole and the bonding of the new HMA to the existing. Apply tack coat to vertical faces of sample holes. Fill sampled area with new HMA pavement of same type as that removed. If hand compaction is used; fill in layers not exceeding the minimum thickness stated in Table 401.02-1 - Limits of Compacted Lift Thickness And Asphalt Content. Compact each layer to compaction requirements. If Mechanical Compaction methods are used, then layers may be the maximum layer thickness stated in Table 401.02-1 - Limits of Compacted Lift Thickness And Asphalt Content. Using tires or hand tamping to compact the HMA material to restore the pavement shall not be considered as mechanical compaction.

Only sample and test leveling course if 1-1/2 inches or greater. No compaction requirements for less than 1-1/2 inches.

(I) HMA Pavement Thickness Tolerances.

The Engineer will measure thickness of pavement by cores obtained by the Contractor in accordance with HDOT TM 09-19 Field Sampling Bituminous Material after Compaction (Obtaining Cores). The Engineer will measure cores in accordance with HDOT TM 09-19, except that measurement will be taken to nearest one thousandth of an inch; and average of such measurements will be taken to nearest one hundredth of an inch.

Thickness of finished HMA pavement shall be within 0.25 inch of thickness indicated in the Contract Documents. Pavement not meeting the thickness requirements of the Contract Documents may be required by the Engineer to be removed and replaced.

Corrective methods taken on pavement exceeding specified tolerances, e.g., insufficient thickness by methods accepted by the Engineer, including removal and replacement, shall be at no increase in contract price or contract time.

The checking of pavement thickness shall be done after all remedial repairs, e.g., smoothness compliance repairs, compaction, have been completed, reviewed, and accepted by the Engineer.

(J) Quality Control Using New Technology. The Engineer and MTRB reserves the right to utilize new technology and methods to improve the detection of noncompliant work on the project. The technology or method may be used to locate defects in the work, e.g., ground penetrating radar to locate delaminations, moisture damage, thin sections, voids, non-compliant compaction, other non-destructive testing to locate flaws. The defect will be verified by the methods stated in the Contract Documents or by other established conventional means. If the technology or method has already been accepted elsewhere or has standardized testing procedures the results may be judged acceptable by the Engineer and no further testing will be required. These new technologies and methods may be used for the selection of sampling locations.

(K) Protection of HMA Pavement. Except for construction equipment directly connected with paving operations, keep traffic off HMA pavement.

Protect HMA pavement from damage until it has cooled and set.

Do not refuel equipment or clean equipment or hand tools over paved surfaces unless catch pan or device that will contain spilled fuel and other products is provided. After completion of refueling or cleaning, remove catch pan or device without spilling any of the collected content.

Do not park roller or other paving equipment on HMA pavement paved within 24 hours of laydown.

(L) Pavement Joint Adhesive

(1) Pavement Joint Adhesive on Joints. Use on all asphalt pavement construction where joints are formed at such locations but not limited to the following:

(a) Adjacent asphalt pavements, e.g., trafficked lanes, shoulders, etc.

(b) Asphalt pavement and adjacent concrete pavement or curb and gutter or any other surface where the bonding of the asphalt pavement and concrete surface is desired,

(c) Transverse joints between asphalt pavements not placed at the same time or if the pavement's temperature on one side of the joint is below the minimum temperature the mix can be at, during asphalt pavement compaction or installation.

(d) Cut face of an existing pavement where it will have new HMA pavement placed against it, e.g., utility trenches, partial or full depth repairs, etc.

Pavement joint adhesive is not required on a longitudinal construction joint between adjacent hot mix asphalt pavements formed by echelon paving. Echelon paving is defined as paving multiple lanes side-by-side with adjacent pavers slightly offset at the same time.

A longitudinal construction joint between one shift's work and another shall have pavement joint adhesive applied at the joint. Any longitudinal construction joint formed, with the temperature on one side of the joint that is below the minimum temperature the mix can be when compacted to contract requirements during asphalt pavement installation, shall have pavement joint adhesive applied at the joint.

(2) Material requirements. Asphalt joint adhesive shall meet requirements as specified in Table 401.03-1 - Asphalt Joint Adhesive Specifications.

TABLE 401.03-1 – ASPHALT JOINT ADHESIVE SPECIFICATIONS		
TEST		SPECIFICATION
Brookfield Viscosity, 204 °C [400 °F]	ASTM D 3236	4,000-10,000 cp
Cone Penetration, 25 °C [77 °F]	ASTM D 5329	60-100 dmm
Resilience, 25 °C [77 °F]	ASTM D 5329	30% minimum
Ductility, 25 °C [77 °F]	ASTM D 113	30 cm minimum
Ductility, 4 °C [39.2 °F]	ASTM D 113	30 cm minimum
Tensile Adhesion, 25 °C [77 °F]	ASTM D 5329	500% minimum
Softening Point	ASTM D 36	77 °C [170 °F] min.
Asphalt Compatibility	ASTM D 5329	Pass

(3) Construction Requirements for Asphalt Joint Adhesive

(a) Equipment Requirements. Use a jacketed double boiler type melting unit, with both agitation and recirculation systems. Provide a pressure feed wand application system.

(b) Material Handling. Submit a copy of the manufacturer's recommendations for heating, re-heating, and applying the joint adhesive material. Follow manufacturer's recommendations. Do not remove the joint adhesive from the package until immediately before it is placed in the melter. Joint adhesive boxes must be clearly marked with the name of the manufacturer, the trade name of the adhesive, the manufacturer's batch and lot number, the application/pour temperature, and the safe heating temperature. Feed additional material into the melter at a rate equal to the rate of material used.

Verify the pouring temperature of the joint adhesive at least once per hour at the point of discharge. Stop production if the adhesive falls below the recommended application/pour temperature. When the temperature of the adhesive exceeds the maximum safe heating temperature, stop production, empty the melter, and dispose of that adhesive in an environmentally safe method. No payment will be made for this material or its disposal.

Do not blend or mix different manufacturer's brands or different types of adhesives.

(c) Joint Adhesive Application: The face of the joint that the new asphalt pavement will bind to shall be clean and dry before the joint adhesive is applied. Apply the pavement joint adhesive material to the entire face of the surface where HMA pavement shall be installed. The thickness of the asphalt adhesive application shall be approximately 1/8 inch. Use an application shoe attached to the end of application wand. Do not overlap the joint by greater than 1/2-inch at the top of the joint or two-inches at the bottom of the joint. Apply the joint adhesive immediately in front of the paving operation. If the adhesive is tracked by construction vehicles, repair the damaged area, and restrict traffic from driving on the adhesive.

(d) Field Sampling. Take a sample during each shift from the application wand during the first 20 minutes of placing sealant from each melter on the Project in the presence of the Engineer.

Each sample shall consist of two aluminum or steel sample containers with the capacity to hold five pounds of sealant each. The two sampling containers shall be labeled with Contractor's name; project name and number; date and time sample taken; location of where material was used at, e.g., from where to where it was used at in stations; manufacturer and lot number of the sealant. Each container shall be numbered one of two, or two of two. Turn over samples to Engineer without Engineer losing sight of the sample. The Engineer reserves the right to conduct supplementary sampling and testing of the sealant material.

1. Document the locations where the material came from, each lot number of sealant that is placed and submit the document to the Engineer within 2 working days of placement.

2. If a field sample fails to meet any or all of the requirements in Table 401.03-1 - Asphalt Joint Adhesive Specifications; the work completed using the material from the lot that the field sample represents, shall be subject to a five percent reduction in the contract price of the lift of the HMA pavement it was used on; for example, if two lanes are paved and the longitudinal joint between the two lanes uses material not meeting the contract requirements both of the lanes' asphalt pavement used for both lanes will be subject to a price reduction. If the joint was between an existing pavement and a new the price reduction will be based on the new pavement.

3. Overband with PG binder seal coat or other type of joint enrichment material over the entire length of the joint where the use of non-compliant material occurred.

4. Width of the overband shall follow the criteria used for low density longitudinal joints. In areas where the joint was formed with a curb or gutter use a joint sealer acceptable to the Engineer.

(M) Pavement Smoothness Rideability Test. Perform surface profile tests frequently to ensure that the means and methods being used produces pavement that is compliant with the Contract Document's surface profile smoothness requirement. Test the pavement surface for smoothness with High-Speed Inertial Profiler to determine the International Roughness Index (IRI) of the pavement. For the locations determined by the Engineer, a 10-foot straightedge shall be used to measure smoothness.

All smoothness testing must be performed with the presence of the Engineer. The High-Speed Inertial Profiler operator shall be a certified operator by MTRB or the manufacturer.

The High-Speed Inertial Profiler operator's certification shall be no older than five years old at the date of the Notice to Proceed and at the day of the pavement profile measurement.

All submittals shall be sent directly to MTRB.

The finished pavement shall comply to all the following requirements:

(a) Smoothness Test using 10-Foot Straightedge (Manual or rolling) The 10-foot straightedge is used to Identify the locations that vary more than 3/16 inch from the lower edge when the 10-foot straightedge is laid on finished pavement on the direction parallel with the centerline or perpendicular to centerline. Remove the high points that cause the surface to exceed that 3/16 inch tolerance by grinding.

The Contractor shall use a 10-foot straightedge for the following locations:

1. Construction joints where a day's paving ended and another day's began.

2. Longitudinal profiling parallel to centerline, when within 15 feet of a bridge approach or existing pavement which is being joined.

3. Transverse profiling of cross slopes, approaches, and as otherwise directed with respect to the requirements below:

- a) Lay the straightedge in a direction perpendicular to the centerline.

b) When pavement abuts bridge approaches or pavement not under this Contract, ensure that the longitudinal slope deviations of the finished pavement comply with Contract Document's requirements.

c) Short pavement sections up to 250 feet long, including both mainline and non-mainline sections on tangent sections and on horizontal curves with a centerline radius of curve less than 1,000 feet.

d) Within a superelevation transition on horizontal curves having centerline curve radius less than 1,000 feet, e.g., curves, turn lanes, ramps, tapers, and other non-mainline pavements.

e) Within 15 feet of transverse joint that separates pavement from existing pavement not constructed under the contract, or from bridge deck or approach slab for longitudinal profiling.

f) As otherwise directed by the Engineer.

4. The Engineer may confine the checking of through traffic lanes with the straightedge to joints and obvious irregularities or choose to use it at locations not specifically stated in this Section.

(b) High-Speed Inertial Profiler

There shall be a minimum 3 profile runs per lane, for each wheel path (left and right) which is approximately three feet from edge lane line. The segment length shall be 0.1 mi. The final segments in a lane that are less than 0.1 mi shall be evaluated as an independent segment and pay adjustments will be prorated for length. The profiles shall be taken in the direction of traffic only.

The latest version of FHWA ProVal software shall be used to conduct profile analysis to determine IRI and areas of localized roughness. The IRI values shall be reported in units of in/mi. For localized roughness, apply 250-mm filter on ProVal on Smoothness.

Additional runs may be required by the Engineer if the data indicate a lack of repeatability of results. A 92% agreement is required for repeatability and IRI values shall have at minimum a 95% confidence level.

(N) Required Pavement Smoothness

The IRI for the left and right wheel paths in an individual lane will be computed and then averaged to determine the Mean Roughness Index (MRI) values. The MRI will be used to determine acceptance and pay adjustment. Each lane shall be tested and evaluated separately.

There are three (3) categories of acceptable MRI values:

Category	Description	MRI
Type A	Three or more HMA Lifts	Shall not exceed 60 in/mi
Type B	Two HMA Lifts	Shall not exceed 70 in/mi
Type C	One HMA Lift	Shall not exceed 75 in/mi

For the location where a 10-foot manual straightedge is required, the surface shall not vary more than 3/16 inch from the lower edge of a straightedge.

For any pavement segments not able to meet the above requirements and not waived by the Engineer, remedial repair acceptable to the Engineer or removal of pavement shall be performed. No reduction of contract price for these areas will be an acceptable remedy.

No pre-final inspection, final inspection, and substantial completion granted will be made until the pavement meets smoothness requirement and other Contract Document requirements and all required profile reports are submitted to the Engineer and MTRB and are accepted.

(O) Request for Acceptance Profile Testing by the Department.

The Contractor shall submit a written request to the Engineer to perform an acceptance profile test.

The request shall be made at least 30 days before desired testing date and shall include an approximate acceptance profile testing date, a plan view drawing of the area to be tested with the limits of the test area highlighted. The Contractor's profile test results of the area to be tested shall be submitted to the Engineer at least 15 days before the scheduled profile testing date.

No acceptance testing will be made without the submittal of the Contractor pavement profile test results and required drawing. Failure to submit the pavement profile results and required drawing by the stated deadline or by an Engineer accepted deadline date will be considered a cancellation of the acceptance test and the Contractor shall request another profile test date. The Contractor shall reimburse HDOT for any incurred cost related to any Contractor-caused cancellation or a deduction to the monthly payment will be made.

(P) Department Requirements for Acceptance Profile Testing. When a request for testing is made, the requested area to be tested shall be 100% of the total area indicated to be paved in the Contract Documents unless the requirement is waived by the Engineer and MTRB.

Department acceptance surface tests will not be performed earlier than 14 days after HMA placement.

Clean debris and clear obstructions from area to be tested, as well as a minimum of 100 feet before and beyond the area to be tested before testing starts for use as staging areas. Provide traffic control for all profile testing.

The Engineer or MTRB or both may cancel the profile testing if the test area is not sufficiently clean, traffic control is unsatisfactory, or the area is not a safe work environment or test area does not meet Contract Document requirements. This canceled profile test will count as one profile test.

(Q) Cost of Acceptance Profile Testing by The Department. The Engineer, MTRB, or State's Third-Party Consultant will perform one initial profile test, at no cost to the Contractor for each area to be tested.

The Department's High-Speed Inertial Profiler pavement profile will be used to determine if the pavement's profile, i.e., smoothness is acceptable.

If the profile of the pavement does not meet the requirements of the Contract Documents, the Contractor shall perform remedial work, i.e. corrective work then retest the area to ensure that the area has the required MRI, i.e., smoothness, before requesting another profile test by the Engineer.

(1) Additional testing. Additional testing, by the Department beyond the initial test will be performed at cost to the Contractor as follows:

(a) \$2,500 per test will be required when Department personnel or State's Third-Party Consultant is used.

(R) Remedial Work for Pavements.

(1) The Contractor shall notify the Engineer at least 24 hours prior to commencement of the corrective work. The Contractor shall not commence corrective work until the methods and procedure have been approved in writing by the Engineer.

(2) All smoothness corrective work for areas of localized roughness shall be for the entire lane width. Pavement cross slope shall be maintained through corrective areas.

(3) The remedial repair areas shall be neat, rectangular areas having a uniform surface appearance.

(4) If grinding is used on HMA pavement, the surface shall have nearly invisible grinding marks to passing motorist. Coat surface with a coating acceptable to the Engineer or MTRB to restore original impermeability level.

(5) Other methods may include milling and overlaying HMA pavement. The length, depth of the milling and the replacement material will be solely decided by the Engineer.

(6) The finished repaired pavement surface shall leave no ridges or valleys or fins of pavement other than those allowed below.

(7) Remedial repairs shall not leave any drainage structures' inlets higher than the surrounding pavement or alter the Contract Document's drainage pattern.

(8) For items in the pavement other than drainage structures, e.g., manhole frame and covers, survey monuments, expansion joints etc., the finish pavement, ground or not, shall not be more than 1/4 inch in elevation difference. Submit to the Engineer remedial repair method to correct these conditions for acceptance.

(9) Do not grind pavement to smooth or polished finish, i.e., do not decrease the friction coefficient of the pavement.

(10) When the Engineer determines that the ground pavement surface is smooth or has a polished finish, i.e., has the appearance to the Engineer that the roadway surface's coefficient of friction has decreased, submit remedial repair method to correct the condition.

1256 (11) Pick up immediately grinding operation residue by using a
1257 vacuum attached to grinding machine or other method acceptable to
1258 the Engineer.

1259
1260 (a) Any remaining residue shall be picked up before the end
1261 of shift or before the area is open to traffic, whichever is earlier.

1262
1263 (b) Prevent residue from flowing across pavement or from
1264 being left on pavement surface or both.

1265
1266 (c) Residue shall not be allowed to enter the drainage
1267 system.

1268
1269 (d) The residue shall not be allowed to dry or remain on the
1270 pavement.

1271
1272 (e) Dispose of all material that is the result of the remedial
1273 repair operation, e.g., HMA residue, wastewater, and dust at a
1274 legal facility.

1275
1276 (12) Use of bush hammers and other impact devices shall not be
1277 used for pavement surface remediation.

1278
1279 (13) Complete corrective work before determining pavement
1280 thickness for HMA pavements in accordance with Subsection
1281 401.03(I) – HMA Pavement Thickness Tolerances.

1282
1283 (14) All HMA wearing surface areas that have been ground shall
1284 receive a coating, e.g., a coating material that will restore any lost
1285 impermeability of the HMA due to the grinding of the surface. The
1286 coating used shall not be picked up or tracked by passing vehicles or
1287 be degraded after a short period of time has passed, i.e., it shall have
1288 a service life equal to or greater than the HMA pavement. The coating
1289 shall not decrease the pavement's friction value. The coating's limits
1290 shall be the full width of the lane regardless how small. If the remedial
1291 repair area extends into the next lane, then the repair area will be full
1292 lane width also. Extend the length of coating areas in order for the
1293 coating area to look like the rest of the road and does not have patches
1294 on it, i.e., make the road look uniform in color. The coating shall be of
1295 a color that matches the surrounding pavement. The areas receiving
1296 the coating shall not be open to traffic until it has cured enough so that
1297 it cannot be picked up or tracked by passing vehicles or degrade.
1298 Submit means and methods of the coating and type of coating to the
1299 Engineer or MTRB for review and acceptance. Do not proceed with
1300 the coating without acceptance from the Engineer.
1301

1302 (15) Recompacting cold HMA, i.e., HMA that has reached ambient
1303 temperature is not an acceptable remedial repair method.
1304

1305 (16) Replace all pavement markings damaged or discolored by
1306 remedial repairs.
1307

1308 **(S) Pavement Smoothness and Acceptance.**
1309

1310 (1) Price and payment in various paving sections, e.g., 401 (Hot
1311 Mix Asphalt (HMA) Pavement), shall be full compensation for all work
1312 and materials specified in the various paving sections and this section,
1313 including but not limited to furnishing all labor, materials, tools,
1314 equipment, testing, incidentals and for doing all work involved in micro
1315 milling, milling,(cold planing), grinding existing or new pavement,
1316 removing residue, cleaning the pavement, necessary disposal of
1317 residue, furnishing of any water or air used in cleaning the pavement
1318 and any other related ancillary work or material or services. Also, it
1319 includes any remedial work, e.g., re-paving, surface grinding,
1320 application of a coating, curing compound, and replacement of
1321 damaged pavement markings.
1322

1323 (2) The contract price in those sections may be adjusted for
1324 pavement smoothness by the Engineer. The pavement smoothness
1325 contract unit price adjustments and work acceptance will be made in
1326 accordance with the following schedules

1327
1328

Category	MIRI (in/mi)	Pay Adjustment \$ per 0.1 mi
Type A (Three or more HMA Lifts)	<30.0	\$580
	30.0- less than 35.0	\$480
	35.0- less than 40.0	\$380
	40.0- less than 45.0	\$280
	45.0- less than 50.0	\$180
	50.0- less than 55.0	\$80
	55.0- less than 60.0	\$0
	> 60.0	Corrective Work
Type B (Two HMA Lifts)	<35.0	\$420
	35.0- less than 40.0	\$360
	40.0- less than 45.0	\$300
	45.0- less than 50.0	\$240
	50.0- less than 55.0	\$180
	55.0- less than 60.0	\$120
	60.0 less than 65.0	\$60
	65.0 less than 70.0	\$0
	> 70.0	Corrective Work
Type C (One HMA Lift)	<40.0	\$280
	40.0- less than 45.0	\$240
	45.0- less than 50.0	\$200
	50.0- less than 55.0	\$160
	55.0- less than 60.0	\$120
	60.0- less than 65.0	\$80
	65.0- less than 70.0	\$40
	70.0- less than 75.0	\$0
	> 75.0	Corrective Work

1329
1330
1331
1332
1333

(3) Pay Pavement Smoothness Incentive will be based on the initial measured MIRI for both left and right wheel path, prior to any corrective work for the 0.10-mile section.

(a) The Pavement Smoothness Incentive will be computed using the plan surface area of pavement shown in the Contract Documents. This Pavement Smoothness Incentive will apply to the total area of the 0.10-mile section for the lane width represented by MRI for the same lane. It does not include any other price adjustments specified in the Contract Documents. Those price adjustments will be, for each adjustment, calculated separately using the original contract price to determine the amount of adjustment to be made to the contract price.

(b) There will be no disincentive price adjustments to the contract prices since a remedial repair is required in lieu of a reduction of contract prices since pavement smoothness and ride quality is of utmost importance.

(c) Localized Roughness. The Engineer will determine areas of localized roughness using the average profile from both wheel paths. The Engineer may waive localized roughness requirements for deficiencies resulting from manholes or other similar appurtenances. Adjust manholes or other similar appurtenances so that using a 10-ft. straightedge the area around that manhole or other similar appurtenance shall not have more than 3/16-in. variation between any 2 contacts on the straightedge.

1) Corrective Action. Use an Engineer accepted method to remove localized roughness. For asphalt concrete pavements, fog-seal the aggregate exposed from diamond grinding.

2) Reprofile the corrected area and provide the Engineer the results that show the corrective action, i.e., remedial repairs were successful.

(d) Incentives will not apply to areas where payment deductions or remedial repairs could be made or has been made for non-compliant work, e.g., low compaction, thin pavement, thermal segregation, low compressive or flexural strength, non-compliant alignment. Incentives will also not apply to areas where corrective work was required to meet contract smoothness requirements. All areas where corrective work was performed shall be tested again to ensure the smoothness requirements are met. Corrective work shall be repeated until it meets the smoothness requirement of the Contract Documents and any other Contract Documents' requirement. Removal of non-compliant work will be tested for compliance until it is determined by the Engineer to be compliant to the requirements of the Contract Documents.

(e) There will be no incentive price adjustments to the contract prices regardless of the pavement meeting the Contract Documents' requirements for incentive contract price adjustment, when 25% of the total area paved of that particular type of pavement on the project has failed to meet any of the Contract document requirements, e.g., smoothness, thickness, unit weight, asphalt content, pavement defects, compaction, flexural or compressive strength. Areas exempt from the smoothness requirements may not be included in the total area calculation unless it is non-compliant.

(f) For contracts using lump sum the method described in Subsection 104.06 Methods of Price Adjustment paragraph (3), will be used to calculated proportionate unit price, i.e., the Engineer's calculated theoretical unit price. This calculated proportionate unit price will be used to calculate the unit price adjustment.

401.04 Measurement.

(A) The Engineer will measure HMA pavement per ton in accordance with the Contract Documents.

(B) The Engineer will measure leveling course and HMA pavement overlay per ton in accordance with the Contract Documents.

(C) Engineer will measure additional State pavement profiling work when applicable on a cost-plus basis as specified in this section and as ordered by Engineer. The Engineer will issue a billing for the pavement profile work done for the time period with the invoices and receipts that the billing was based on attached to the Contractor for each contract item. The Contractor's pavement profile work required in this section will not be measured and will be considered incidental to the various paving items unless stated otherwise.

401.05 Payment. The Engineer will pay for the accepted HMA pavement at the contract price per pay unit, as shown in the proposal schedule. Payment will be full compensation for the work prescribed in this section and the contract documents.

(A) Price and payment in Section 401 – Hot Mix Asphalt (HMA) Pavement will be full compensation for all work and materials specified in this Section including furnishing all labor, materials, tools, equipment, testing, pavement profiles and incidentals and for doing all work involved in grinding existing or new pavement, removing residue, and cleaning the pavement, including necessary disposal of residue and furnishing any water or air used in cleaning the pavement and remedial work needed to conform to the requirements of the Contract Documents.

(B) No payment for the Contractor's pavement profile work required in this section will be made. The Contractor's pavement profile work shall be considered incidental to the various paving items unless stated otherwise.

(C) Engineer will pay or deduct for the following pay items when included in proposal schedule:

Pay Item	Pay Unit
HMA Pavement, Mix No. _____	Ton

(1) 70% of the contract unit price or the theoretical calculated unit price upon completion of submitting a job-mix formula acceptable to the Engineer; preparing the surface, spreading, and finishing the mixture; and compacting the mixture.

(2) 20% of the contract unit price or the theoretical calculated unit price upon completion of cutting samples from the compacted pavement for testing; placing and compacting the sampled area with new material conforming to the surrounding area; protecting the pavement; and compaction acceptance. Maintain temporary pavement markings and other temporary work zone items, maintain a clean work site.

(3) 10% of the contract unit price or calculate the unit price when the final configuration of the pavement markings is in place.

The Engineer will pay for adjusting existing frames and covers and valve boxes in accordance with and under Section 604 – Manholes, Inlets and Catch Basins. Adjustments for existing street survey monument frames and covers will be paid for as if each were a valve box frame and cover.

The Engineer may, at its sole discretion, in lieu of requiring removal and replacement, use the sliding scale factor to accept HMA pavements compacted below 93.0 percent and above 97.0 percent. The Engineer will make payment for the material in that production day, if the Engineer decides to use a sliding scale factor, at a reduced price arrived at by multiplying the contract unit price by the pay factor. The Engineer is not obligated to allow non-compliant work to remain in place and may at any time chose not to use a sliding scale factor method of payment and instead require removal of the noncompliant pavement that is greater than 97.0 or less than 93.0.

In compliance with Subsection 105.12 Removal of Non-Conforming and Unauthorized Work remove and replace HMA compacted below 90.0 percent. The Engineer will solely decide if the noncompliant work would be acceptable if a reduced payment for the noncompliant work is made. The Engineer is not obligated to allow noncompliant work to remain in place and may at any time choose not to use a sliding scale factor method of payment as a method of resolution. Instead, utilize the remedy allowed in Subsection 105.12 Removal of Non-Conforming and Unauthorized Work, requiring removal of the noncompliant pavement, shall be used.

Such a reduced payment, if made and accepted by the Contractor, shall be a mutually agreeable resolution to the noncompliant work being addressed. If it is not mutually acceptable, the noncompliant work shall be removed. If the reduced payment is acceptable; the Engineer will make the reduced payments for the noncompliant work in accordance with Table 401.05-2 - Sliding Scale Pay Factor for Compaction. The amount of tonnage to be reduced will be determined by the Engineer by using the initial cores taken on the mat. No additional cores shall be taken to determine the limits of the non-compliant area unless requested by the Engineer.

The Engineer, for determining the reduced tonnage for noncompliant work, will assume the level of compaction is linear and will proportion the compaction level from the last core that indicated an acceptable compaction level to the nearest core indicating a noncompliant compaction level to determine the calculated limit of acceptable compaction. The length will be the linear distance between the cores measured along the baseline. If there is no core that was taken for the shift's or day's work that were compliant then the limit will be the end or start of the day's or shift's work. The width will be the nominal paving width. Use the day's specific gravity of the mix to determine tonnage. The thickness will be the nominal paving thickness.

The total reduced noncompliant tonnage to be paid will be determined by multiplying the applicable percent of reduction by the computed tonnage of the noncompliant work. Percent of Quantity Paid shall be the percentage shown in Table 401.05-2 - Sliding Scale Pay Factor for Compaction. The reduced tonnage shall be used as the payment quantity for the noncompliant work. The reduced quantity paid that is used for the monthly payment will be arrived at by multiplying the contract unit price by the reduced tonnage.

Table 401.05-2 – Sliding Scale Pay Factor for Compaction	
Percent Compaction	Percent of Quantity Paid
> 98.0	Removal
>97.0 - 98.0	95
93.0- 97.0	100
90.0 - <93.0	80
<90.0	Removal

END OF SECTION 401