

PART 1 - GENERAL

1.1 DESCRIPTION

- A. WORK consists of the furnishing and mixing of aggregate, asphalt cement, and additives at a mixing plant and the hauling, spreading, and compaction of the asphalt concrete mixture on a previously prepared surface, all as specified in the contract and in conformance with the lines, grades and thicknesses shown on the Drawing.
- B. Asphaltic concrete mix for this Project shall be **Type I, II, IIA, or III, and either Class A or B.** See Table 02801.

TABLE 02801-1

ASPHALTIC CONCRETE MIX REQUIREMENTS		
DESIGN PARAMETERS	CLASS A	CLASS B
Stability, lbs.	1,800	1,800
Flow, 0.01 inch (0.25 mm)	8-14	8-14
Voids in total mix, percent	3-5	3-5
Compactions, number of blows each side of test specimen	75	50
Dust-asphalt ratio (1)	0.6-1.0	0.6-1.0
Percent oil content	5.3-6.2	5.3-6.2
Voids in the mineral aggregate (VMA) Minimum value		
Type I	13.0	12.0
Type II or IIA	14.0	13.0
Type III	15.0	14.0

(1) Dust-asphalt ratio is defined as the percent of material passing the U.S. No. 200 sieve divided by the percent of asphalt (calculated by weight of mix).

PART 2 - PRODUCTS

2.1 COMPOSITION OF ASPHALT CONCRETE MIXTURES - JOB MIX DESIGN

- A. Asphalt concrete mixtures shall be composed of aggregate, asphalt cement, and required additives combined within the limits for the type and class specified in the contracts.
- B. It is the CONTRACTOR's responsibility to insure that, in addition to the aggregate gradation requirements, the aggregate material meets all the requirements of this Section and asphalt concrete mixture meets the applicable design parameters, when tested according to ATM T-17.
- C. At least 15 days prior to the production of asphalt concrete pavement the CONTRACTOR shall submit a current mix design. The mix design shall be performed within six (6) months of the construction season. The following related items shall be submitted with the mix design:
1. Notification that aggregate proposed for the asphalt concrete mixture is available for sampling.

2. A letter stating the proposed gradation for the Trial Job Mix Design, gradations for individual stockpiles, and blend ratio for each aggregate stockpile.
 3. A minimum of three (3) one-gallon samples of the asphalt cement proposed for use in the mixture, including name of product, manufacturer, test results as required, manufacturer's certificate of compliance, and a temperature viscosity curve for the asphalt cement.
 4. A 1/2 pint sample of the anti-strip additive proposed, including name of product, manufacturer, and manufacturer's data sheet, and current Materials Safety Data Sheet (MSDS).
 5. The CONTRACTOR shall accompany the ENGINEER during sampling, and shall furnish all the assistance needed to assure that the ENGINEER obtains representative samples.
 6. The mix design shall be **50 or 75** blow Marshall Method.
- D. The ENGINEER will evaluate the gradation for the Trial Job Mix Design and suitability of the materials submitted. If the asphalt concrete mixture conforms to the design parameters specified in Table 02801-1 when tested according to ATM T-17, the ENGINEER will approve the Trial Job Mix Design and specify a target value for the asphalt cement content, mixing temperature and additives.
- E. If the Trial Job Mix Design does not conform to the design parameters specified in Table 02801-1, when tested by the ENGINEER, the CONTRACTOR shall submit in writing to the ENGINEER another proposed gradation for a second Trial Job Mix Design. Samples of aggregate and additional asphalt cement shall be obtained in the same manner as for the original Trial Job Mix Design. The ENGINEER shall evaluate and test the second Trial Job Mix Design and either approve or disapprove the design based on the contract requirements. The above procedure shall be repeated until the Trial Job Mix Design is approved.
- F. If the CONTRACTOR proposes a change in source of aggregate material, source of asphalt cement, or a change in the gradation target values after production has started, the CONTRACTOR shall submit in writing the proposed gradation target values to the ENGINEER and request a new Trial Job Mix Design be evaluated for approval. The CONTRACTOR shall accompany the ENGINEER during sampling and shall furnish all assistance needed to assure that the ENGINEER obtains representative samples. Approval of the new Trial Job Mix Design and/or aggregate material will require testing and evaluation. Trial Job Mix Design test results will be available within 15 calendar days of submittal. If the asphalt concrete mixture conforms to the design parameters specified in Table 02801-1 when tested in accordance with ATM T-17, the ENGINEER will develop a new target value for the asphalt cement content, mixing temperature and additives. The new target values for gradation and asphalt cement content will only be in effect on asphalt concrete mixture produced after the CONTRACTOR submittal of the new gradation target values for the Trial Job Mix Design.
- G. The location and type of the mixing plant shall be included with the Trial Job Mix Design data. Asphalt concrete mixtures produced from different plants shall not be mixed.
- H. All trial job mix designs as required will be assessed and paid for by the CONTRACTOR.

2.2 ASPHALT AGGREGATES

A. Aggregate for Plant Mix Asphalt Pavement:

1. Coarse Aggregate: Coarse aggregate (that material retained on the No. 4 sieve) shall be crushed stone and shall consist of sound, tough, durable rock of uniform quality. Rock shall be free of schist that cleaves along preferred foliation planes. Rock shall be free of platy mineral grains. Metamorphosed rock shall be free of slaty cleavage. All material shall be free from clay balls, vegetable matter or other deleterious matters. Coarse aggregate shall not be coated with dirt or other finely divided mineral matter. All asphalt aggregates shall be free of roots and wood. In addition, coarse aggregate shall meet the following requirements:

Nordic Abrasion Value	Nordic Abrasion Test Procedures ¹	16.0 Max.
Percent of Wear	AASHTO T 96	25 max.
Degradation Value	ATM T-13	30 min.
Percent Sodium Sulfate Loss	AASHTO T 104	10 max.
Percent Fracture	ATM T-4	100 min. single face/ 80 min. double face

2. Asphalt concrete aggregate shall not exceed eight percent thin - elongated pieces as determined by ATM T-9.
3. Fine Aggregate: Fine aggregate (passing the No. 4 sieve) shall meet the quality requirements of AASHTO M 29. Fine aggregate angularity shall be 40 minimum as determined by AASHTO T 304.
4. The several aggregate fractions for the mixture shall be sized, graded, and combined in such proportions that the resulting composite blend conforms to the grading requirements of Table 02801-2. Aggregate gradations shall be determined by ATM T-7, except when the sample is obtained by extraction.
5. Asphalt aggregate may be a blend but shall be 80% mechanically crushed with no more than 20% natural sand.
6. The material furnished shall conform to the approved Job Mix Design within the tolerances specified, except the limits given in Table 02801-2 may not be exceeded.

¹ Nordic Abrasion Test Procedures will apply to both the coarse and intermediate aggregate for asphalt aggregate. Test procedures for Nordic Abrasion are available at AKDOT&PF SE Region Materials Laboratory.

<u>Sieve Size</u>	<u>Tolerance % Passing</u>
¾ inch	100
½ inch	± 6
3/8 inch	± 6
No. 4	± 6
No. 8	± 6
No. 16	± 5
No. 30	± 4
No. 50	± 4
No. 100	± 3
No. 200	± 1

TABLE 02801-2

ASPHALT CONCRETE AGGREGATE				
Percent Passing by Weight				
Sieve Design	Type I	Type II	Type II-A	Type III
1-inch	100			
¾ inch	80-95	100	100	
½ inch	60-88	80-95	86-98	100
3/8 inch	48-77	60-87	74-86	80-95
No. 4	28-63	36-48	46-58	44-81
No. 8	14-55	19-35	29-41	26-70
No. 16	9-46	10-25	18-28	16-59
No. 30	6-39	7-21	11-19	9-49
No. 50	5-29	5-20	6-14	6-36
No. 100	4-18	4-15	3-9	4-22
No. 200	2-6	2-6	2-6	2-6

2.3 ASPHALT MATERIALS

- A. "The grade of asphalt cement material will be PG 58-22. The asphalt cement material shall conform to the applicable requirements of this Section and will be conditionally accepted at the source. If the material is to be conditionally accepted at the source, the CONTRACTOR shall provide a manufacturer's certificate of compliance in accordance with this section and test results of the applicable quality requirements of this Section before the material is shipped. If there is a change in the source of the asphalt cement or if the kinematic viscosity (viscosity at 275°F) of the asphalt supplied for the Trial Job Mix Design by a

factor of two (doubles or halves) or more, then operations shall be suspended while a new Trial Job Mix Design proposal is submitted for approval.

B. ASPHALT CEMENT

1. Asphalt cement shall be designated PG58-22 and conform to the requirements listed on the chart on the next page.

C. CUT-BACK ASPHALTS

1. Cut-back asphalts shall conform to the requirements of AASHTO M 81 and M 82 except as follows:
 - a. In Table 1 of M 82, reduce the minimum absolute viscosity on residue from distillation at 60°C to 100, in the MC-30 and MC-250 columns, and revise the maximum distillate percentage by volume of total distillate at 225°C for MC-30 to read: 35%.

TEST FOR	SPECIFICATIONS	AASHTO TEST METHOD	SPECIFICATIONS
Penetration	(4°C [39.2°F], 200g, 60s), dmm RTFO Aged Residue <u>Note 1</u>	T 49	15+
Ductility	(7.2°C [45°F], 1 cm/min), cm RTFO Aged Residue	T 51	10+
Absolute Viscosity	(60°C [140°F]), P Original Binders RTFO Aged Residue	T 202 T 202	1,100+ 1,500-6,000
Kinematic Viscosity	(60°C [140°F]), RTFO Viscosity/Orig. Viscosity	T 201	275+
Absolute Viscosity Ratio	(60°C [140°F]), RTFO Viscosity/Orig. Viscosity		4.0-
Flash Point, Cleveland Open Cup	C(F) Original Binder	T 48	232°+(450°+)
Solubility in Trichloroethylene	%, Original Binder	T 44	99.0+
Ductility	(25°C [77°F], 5 cm/min), cm RTFO Aged Residue	T 51	75+

Note 1 "RTFO Aged Residue" means the asphaltic residue obtained using the rolling thin film oven test (RTFO Test), AASHTO T 240.

D. EMULSIFIED ASPHALTS

1. CCS-1 cationic emulsified asphalts shall comply with the requirements listed in Table 020801-3.
2. CCS-1 Cationic Emulsified Asphalt shall conform to the requirements of AASHTO M 208.

TABLE 02801-3

TESTS ON EMULSION	
Viscosity @ 77°F., SSF	30 max.
Storage Stability, 1 day, %	1 Max.
Demulsibility 35 ml. 0.8% SDS, %	25 min.
Particle Charge	Positive*
Sieve, % retained	0.10 max.
Distillation Oil by Vol. of Emulsion, %	5 max.
Distillation Residue by Wt. of Emulsion, %	45 min.
TESTS ON RESIDUE	
Penetration @ 77°F.	100-200
Ductility @ 77°F., 5 cm/min., cm	40 min.
Solubility in TCE, %	97.5 min.

* If particle charge test is inconclusive, material having a max. Ph value of 6.7 will be acceptable.

E. STORAGE AND APPLICATION TEMPERATURES

1. Asphalt materials required by the Specifications shall be stored and applied within the temperatures ranges indicated below:

TABLE 02801-4
STORAGE AND APPLICATION TEMPERATURES

Type and Grade of Material	Spray °F	Mix °F	Storage °F
MC-30	85+		140 Max
MC-250	165+	165-220	240 Max
RC-800	200+		200 Max
CRS-2	125-175		100-175
CMS-2	125-175	120-160*	100-175
CSS-1	90-120	90-160*	50-125
AC-2.5	270+	235-280**	325 Max
AC-5	280+	250-295**	325 Max
AC-10	280+	250-315**	325 Max
STE-1	70-140	70-150	50-125
PG58-22		350 max	275-325°F

* Temperature of the emulsified asphalt in the pugmill mixture.

** As required to achieve Kinematic viscosity of 150-300 centistokes.

2.4 ANTI-STRIP ADDITIVES

- A. Anti-strip agents shall be used in the proportions determined by ATM T-14 and shall be included in the approved Trial Job Mix Design. At least 70% of the aggregate shall remain coated when tested in accordance with ATM T-14.

2.5 PROCESS QUALITY CONTROL

- A. The CBJ Engineering Department has the exclusive right and responsibility for determining the acceptability of all materials incorporated into the Project. It is expressly understood, however, that the CONTRACTOR is solely responsible for the sampling and testing of material for process control of the asphalt concrete mixture including screening, crushing, blending, stockpiling of the aggregate, production of the asphalt concrete mixture and monitoring compaction of the asphalt concrete mixture.
- B. The results of the acceptance testing performed by the ENGINEER may not be available to the CONTRACTOR until a period of at least seven working days has elapsed from the date of sampling.

PART 3 - EXECUTION

3.1 WEATHER LIMITATIONS

- A. The asphalt concrete mixture shall not be placed on a surface with standing water, on an unstable roadbed when the base material is frozen, or when weather conditions prevent the proper handling or finishing of the mixture. No asphalt concrete, Type II mixture shall be placed unless the surface temperature is 40°F or warmer.

3.2 EQUIPMENT

- A. All equipment shall be in good working order and free of asphalt concrete mix buildup. All equipment shall be available for inspection and demonstration 72 hours prior to placement of asphalt concrete.
- B. Bituminous Mixing Plants:
 - 1. Mixing plants shall conform to AASHTO M 156.
 - 2. Proportioning (batch) scales shall not be used for weighing material for payment. Weigh scales used in conjunction with a storage silo may be used to weigh the final product for payment, provided the scales are certified.
- C. Hauling Equipment:
 - 1. Trucks used for hauling asphalt mixtures shall have tight, clean, smooth metal beds which have been thinly coated with a minimum amount of either paraffin oil, lime water solution approved by the ENGINEER. Diesel or fuel oil shall not be used.
 - 2. Each truck shall have a watertight canvas cover of such size as to extend at least one foot over the sides and end of the truck bed and be adequately secured to

protect the asphalt concrete mixture. The use of the canvas cover shall be at the ENGINEER's direction.

D. Asphalt Pavers:

1. Asphalt pavers shall be self-propelled units, provided with a heated vibratory screed. Grade and cross slope shall be controlled through the use of automatic grade and slope control devices. The paver screed control system shall be automatically actuated by the use of a string line, or minimum 30-foot long ski. The length of the string line shall be adjusted to produce the required surface smoothness.
2. The paver shall be equipped with a receiving hopper having sufficient capacity for a uniform spreading operation. The hopper shall be equipped with a distribution system to place the mixture uniformly in front of the screed.
3. The screed assembly shall produce a finished surface of the required smoothness, thickness, and texture without tearing, shoving, or displacing the asphalt concrete mixture. Screed extensions used for paving a constant width shall be heated and vibrated. Auger extensions shall be the same length as the rigid screed extensions.
4. The use of a pickup machine to transfer the asphalt mixture from a windrow to the paver hopper will be permitted, provided the pickup machine is capable of collection of the windrowed material without damage to the underlying course. The ENGINEER will not allow the continued use of the pickup machine if segregation, excessive temperature loss, or any detrimental effects are observed.
5. Paver hopper wings shall either be left in the top or down position throughout the paving operation. If the CONTRACTOR wishes to dump the wings during paving, the material on the wings and in the hopper shall not be incorporated into the finish mat or included in the quantity for payment.
6. The screed assembly shall have a joint compaction device and a joint edge restrainer.

E. Rollers

1. The CONTRACTOR shall supply a sufficient number and weight of rollers to compact the mixture to the required density while maintaining the pace of the paving operations. Rollers shall be of the static steel wheel, vibratory steel wheel, and pneumatic tire type, self propelled and capable of reversing without backlash. They shall be specifically designated to compact hot asphalt concrete mixtures. The use of equipment which results in crushing of the aggregate will not be permitted. Pneumatic tire rollers shall be fully skirted; shall be at least six (6) feet wide; and shall be configured so that the rear group of tires align to cover the spaces between the front group of tires. The roller shall have an operating weight per tire of at least 3,000 pounds. Tires shall be of equal size, a minimum of 20 inches in diameter, shall be inflated to at least 80 psi and maintained so that tire pressures do not vary more than 5 psi between any two (2) tires

3.3 PREPARATION OF EXISTING SURFACE

- A. The existing surface shall be prepared in conformance with the Drawings and Specifications. Existing paved surfaces shall be cleaned of loose material by sweeping with a power broom, supplemented by hand sweeping, if necessary.
- B. Contact surfaces of curbing, gutters, manholes, and other structures shall be coated with a thin, uniform coating of tack coat material in conformance with Section 02802 - Tack Coat prior to the asphalt mixture being placed.
- C. Surfaces which have received a prime coat shall be allowed to cure such that the prime coat is not picked up by the haul vehicles. Surfaces which have received an emulsion tack coat shall be allowed to break prior to placement of asphalt concrete mixture.
- D. The grading, shaping, and strengthening where applicable, of the road surface shall be as specified in Section 02204 - Base Course.
- E. A string line installed by the CONTRACTOR at the direction of the ENGINEER will be the edges of paving.
- F. Prior to paving over any existing pavement, the surface shall be thoroughly cleaned and an application of tack coat applied that will provide a strong bond between the two layers.

3.4 PREPARATION OF ASPHALT

- A. A continuous supply of the asphalt cement shall be supplied to the mixer at a uniform temperature, within 25°F of the Job Mix Design mixing temperature.

3.5 PREPARATION OF AGGREGATES

- A. The aggregate for the asphalt concrete mixture shall be heated and dried to a temperature compatible with the mix requirements specified. Flames used for drying and heating shall be properly adjusted to avoid damage to the aggregate and to avoid the presence of unburned fuel on the aggregate. Any asphalt concrete mixture in which soot or fuel is present shall be wasted and no payment made.
- B. Drying operations shall reduce the aggregate moisture content to the extent that the moisture content of the asphalt concrete mixture, sampled at the point of acceptance for asphalt cement content, shall be no more than 0.5% (by total weight of mix), as determined by ATM T-25.

3.6 MIXING

- A. The aggregate, asphalt cement additives shall be combined in the mixer in the amounts required by the Job Mix Design.
- B. The materials shall be mixed such that a complete and uniform coating of the aggregate is obtained. For batch plants, dry aggregate shall be placed in motion immediately prior to the addition of asphalt cement. Wet mixing time shall be adequate to obtain 98% coated particles when tested in accordance with AASHTO T 195.

- C. The temperature of the asphalt concrete mixture at the time of the mixing shall be as determined by the Job Mix Design.

3.7 TEMPORARY STORAGE OF ASPHALT CONCRETE MIXTURE

- A. Temporary storing or holding of hot asphalt concrete mixture in silo type storage bins will be permitted.
- B. All the asphalt concrete mixture drawn from the silo type storage bins shall conform to all of the requirements for asphalt concrete mixtures as if loaded directly into hauling equipment from the mixing plant. Signs of visible segregation, heat loss, changes from the Job Mix Design, change in the characteristics of asphalt cement, lumpiness or stiffness of the mixture will be cause for rejection.
- C. Unsuitable asphalt concrete mixture shall be disposed of by the CONTRACTOR at no cost to the OWNER.

3.8 SPREADING AND PLACING

- A. The CONTRACTOR shall submit a Paving Plan for the ENGINEER's review a minimum of five (5) working days prior to initiating the paving operation. The Paving Plan shall consist of, but not be limited to, the following:
 - 1. Paving schedule to include sequence of operations.
 - 2. Paving schedule distributed to residents within the Project boundary.
 - 3. Operational details to include:
 - a. Plant operating capacity and target production rate.
 - b. Number and capacity of trucks, cycle time, and delivery rate.
 - c. The manufacturer and model of the paver and pickup machine, to include information on grade followers, sensors, operating speed and production rate of the pavers.
 - d. Number, type, weight, and operating speed of rollers.
 - e. Location of longitudinal joints.
 - f. Method of constructing transverse joints.
 - g. Construction plan for paving intersections and driveways.
 - h. The manufacturers, model number, and the last certified calibration date for the CONTRACTOR's nuclear densometer gauge.
- B. The asphalt concrete mixture shall be laid upon a surface approved by the ENGINEER, spread and struck off to the required compacted thickness. Asphalt pavers shall be used to distribute the asphalt concrete mixture in lanes of such widths as to hold to a practical minimum the number of longitudinal joints required, subject to the requirements of this Section.
- C. When laying asphalt concrete mixtures, the paver shall be operated at uniform forward speeds consistent with the delivery of asphalt concrete mix to avoid unnecessary stopping and starting of the paver.

- D. On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the asphalt concrete mixture shall be spread, raked and luted by hand tools. For such areas the asphalt concrete mixture shall be placed to the required compacted thickness.
- E. Any asphalt concrete mixture which is observed to be contaminated or segregated will be rejected.
- F. When the section of roadway being paved is open to traffic, adjacent traffic lanes shall be paved to the same elevation within 24 hours unless prevented by weather or other factors beyond the CONTRACTOR's control.
- G. When multiple lifts are specified in the contract, the final lift shall not be placed until all other lower lift pavement throughout that section, as defined by the Paving Plan, has been placed and accepted. Paving shall not begin until all adjacent curb has been poured and cured for 72 hours or until satisfactory strength is achieved.
- H. Manholes, cleanouts and water valve boxes shall be raised in accordance to CBJ Standard 126 - Concrete Collar. The manhole frames and lids shall be replaced with current CBJ Standard 206A - Sanitary Sewer Manhole Cover and Frame, or CBJ Standard 306 - Storm Drain Manhole Cover and Frame.
- I. Paving shall be approximately 24 feet in width with the exception of cul-de-sac's and intersection radius returns. The ENGINEER shall determine the paving limits of the cul-de-sac's and intersection radius returns.
- J. Unless waived by the ENGINEER both lanes shall be paved in a single day's operation.

3.9 COMPACTION

- A. Immediately after the asphalt mixture has been spread, struck-off and surface irregularities adjusted, it shall be thoroughly and uniformly compacted by rolling.
- B. Minimum compaction shall be 94% of AASHTO T 209. The target value for density will be 94 to 97% of the maximum specific gravity (MSG) as determined in accordance with AASHTO T 209 for the first sample from each lot of asphalt concrete mixture, as defined in this Section. Acceptance testing for field density will be determined in accordance with ATM T-18 or ASTM D-2950, as directed in writing by the ENGINEER.
- C. The asphalt concrete mixture, including the leveling course, shall have a minimum of three (3) complete passes with a pneumatic-tired roller prior to cooling to 175°F. A pass is defined as once over each point on the pavement surface.
- D. Areas not accessible to the rollers shall be graded with rakes and lutes and compacted with mechanical tampers. For depressed areas a trench roller may be used to achieve the required compaction.
- E. Any asphalt concrete mixture that becomes loose and broken segregated, mixed with dirt, or is any other way defective shall be removed and replaced with fresh hot asphalt

concrete mixture, which shall be compacted to conform with the surrounding area. Any area showing an excess or deficiency of asphalt cement shall be removed and replaced.

- F. Rollers or other vehicles shall not be parked or left standing on pavement that has not cooled sufficiently to prevent indentation by wheels.

3.10 JOINTS

- A. Joints shall be made to ensure a continuous bond between old and new sections of the course. All joints shall present the same texture and smoothness as other sections of the course.
- B. When joining old existing pavement and new pavement, the old pavement shall be cut in a neat line, with a power driven saw.
- C. Improperly formed joints resulting in surface irregularities or rock segregation shall be removed, full road width, replaced with new material, and thoroughly compacted. Rolling of joints after the material has cooled below 160°F shall not be allowed. All pavement removal shall be precut to a neat line using a power driven saw.
- D. A thin tack coat of asphalt cement or asphalt emulsion shall be applied on all cold joints prior to placing any fresh asphalt concrete mixture against the joint. This WORK shall be completed by the CONTRACTOR just prior to paving.
- E. Transverse joints shall be formed by cutting back on the previous run to expose the full depth of the course or by using a removable bulkhead.
- F. The longitudinal joints in one layer shall offset those in the layer immediately below by at least six (6) inches. The joints in the top layer shall be at centerline or lane lines except where pre-formed marking tape striping is required, in which case the longitudinal joint in the top layer shall be offset not more than one (1) foot.
- G. The density at the joints shall not be more than 2% lower than the density specified in the lanes away from the joint.
- H. Rolling at the longitudinal joint should be done from the hot side with a vibratory roller as soon as possible. The hot side should always overlap the cold side by 1 to 1.5 inches at the joint.
- I. The finished asphalt surface along the edge of curb and gutter shall be ¼ inch above the top edge of the gutter pan.

3.11 SURFACE TOLERANCE

- A. The surface will be tested after final rolling at selected locations using a ten (10) foot straightedge. The variation of the surface from the testing edge of the straightedge between any two (2) contacts with the surface shall not exceed 3/16 inch. The asphalt concrete mixture in all defective areas shall be removed and replaced. All costs associated with removal and replacement of asphalt concrete mixture in the defective areas shall be borne by the CONTRACTOR.

- B. All asphalt surfaces segregated with single large stones void of intermediate aggregate on the surface shall be removed and replaced full lane width. The surface particles shall be consistent and conform to the contract gradation.

3.12 PATCHING DEFECTIVE AREAS

- A. Any asphalt concrete mixture that becomes contaminated with wood or foreign material or is in any way defective shall be removed. Defective materials shall be removed for the full thickness of the course. The pavement shall be saw cut so that the sides are perpendicular and parallel to the direction of traffic and so that the edges are vertical. Edges shall be coated with a thin tack coat material in accordance with Section 02802 – Tack Coat. Fresh asphalt concrete mixture shall be placed in sufficient quantity so that the finished surface will conform to grade and smoothness requirements. The asphalt concrete mixture shall be compacted to the density specified. No payment shall be made for material replacing defective material. All costs associated with the patching of defective areas shall be borne by the CONTRACTOR.

3.13 ACCEPTANCE SAMPLING AND TESTING

- A. Asphalt concrete pavement will be accepted for payment based on the ENGINEER's approval of: the Job Mix Design; the materials; the placement and compaction of the asphalt concrete pavement to the specified depth, finished surface requirements, tolerances, and densities. Any area of finished surfacing that is visibly segregated, fails to meet surface tolerance requirements or specified thickness or densities, or is in any way defective, shall be removed and replaced with new asphalt concrete pavement. Removal and replacement of defective pavement shall be at no additional cost to the OWNER. The full depth of the new asphalt concrete mixture will be replaced; surface patching will not be allowed.
- B. Acceptance sampling and testing shall be performed by the ENGINEER. Acceptance testing will determine whether the materials, installation and compaction efforts used by the CONTRACTOR have met these specifications. The results of the acceptance testing performed by the ENGINEER may not be available to the CONTRACTOR until a period of at least seven working days has elapsed from the date of sampling.
- C. A lot will be the total asphalt placed on the Project per season. A subplot will be one Day's production on the Project. Each subplot shall be randomly sampled and tested in accordance with this Subsection for asphalt cement content, maximum specific gravity using the Rice Method, density, and gradation.
- D. Samples taken for the determination of asphalt cement content and gradation will be taken from behind the screed prior to initial compaction. Asphalt cement content shall be determined by ATM T-23. The cost of this sampling (one per subplot) will be borne by the ENGINEER. The CONTRACTOR shall pay for additional testing if not in compliance.
- E. ASTM D-2950 will be used to measure density. A minimum of six (6) random tests in locations determined by the ENGINEER will be taken from each subplot. When using ASTM D-2950, the MSG or laboratory pounds per cubic feet shall be determined by

using the Rice Method, AASHTO T 209. The Rice Method, for the purposes of nuclear gauge compaction testing, replaces the Marshal Method. Acceptance testing for density will be completed by the ENGINEER in the following sequence:

1. The ENGINEER will randomly sample the in-place asphalt concrete mixture with a nuclear densometer gauge. Random is defined as having no specific pattern. Frequency of this testing will be determined by the ENGINEER. The CONTRACTOR may request a re-test of any nuclear densometer sample not within Specification limits. The ENGINEER will select the sample location for the re-test. Only one (1) re-test per sample will be allowed. This acceptance testing will be paid for by the OWNER.
 2. If the random density acceptance testing indicates that the density specified has not been met, further sampling and testing will be required by the ENGINEER. At the direction of the ENGINEER, the CONTRACTOR shall cut at least one (1) full depth six (6) inch diameter core sample (per lot) from the finished mat. The samples shall be neatly cut by a core drill at the randomly selected locations. Core holes for sampling shall be backfilled and compacted with hot asphalt concrete mixture within two (2) hours of sampling. The core samples will be tested for compliance with these specifications at a certified laboratory specified by the ENGINEER. Any sampling and testing required beyond the nuclear densometer testing by the ENGINEER will be paid by the CONTRACTOR.
- F. At the direction of the ENGINEER, samples taken for the determination of aggregate gradation may be obtained from one (1) of the following locations:
1. From the combined aggregate cold feed conveyor via a diversion chute, or from the stopped conveyor belt.
 2. For dry batched aggregates, on batch plants, the pugmill shall be cleaned by dry batching at least two (2) dry batches or until no asphalt coating is found on the aggregate. One complete batch will be dropped in a loader bucket and hand mixed thoroughly with a shovel until a sample can be taken. The sample will be used for acceptance, gradation, control, and payment.
- G. Additional materials testing will be required whenever a new Trial Job Mix Design is approved. The maximum specific gravity (MSG) for each lot will be determined from the first randomly selected sample from the first subplot. Materials testing includes, but is not limited to, gradations, extractions, density testing and core analysis.
- H. If field density is determined in accordance with ASTM D-2950, additional core samples will be required whenever a new Trial Job Mix Design is approved or whenever there is a change in the typical section. The MSG for each lot will be determined from the first randomly selected sample from the first subplot. The CONTRACTOR shall reimburse the OWNER for all materials testing beyond the first \$2,000.00. Materials testing includes but is not limited to gradations, extractions, density testing and core analysis.
- I. All tests necessary to determine conformance with the requirements specified in this Section will be performed by the ENGINEER and paid for by the CONTRACTOR.
- J. The frequency of materials testing for asphalt is determined by the CBJ Materials Frequency Guide. The CA/Inspector shall meet with the Project Manager prior to paving

in order to determine the appropriate testing frequency. For testing frequency circumstances not covered by the CBJ Standard Specifications, the latest edition of the Alaska Department of Transportation and Public Facilities Standard Specifications for Highway Construction shall be used and incorporated by reference herein.

END OF SECTION