



**SECTION 401**

**PLANT MIX BITUMINOUS BASE AND PAVEMENT**

**401.1 Description.** This work shall consist of a bituminous mixture placed, spread and compacted as shown on the plans or as directed by the engineer.

**401.2 Material.**

**401.2.1** The grade of asphalt binder will be specified in the contract. When the plasticity index on individual aggregate fractions with 10 percent or more passing the No. 30 sieve exceeds 3, a moisture susceptibility test shall be required in accordance with [Sec 401.4.5](#) during the mix design process. If the plasticity index exceeds that of the material approved for the mix design, additional testing may be required. All material shall be in accordance with Division 1000, Material Details, and specifically as follows:

Item	Section
Coarse Aggregate	<a href="#">1004.2</a>
Fine Aggregate	<a href="#">1002.3</a>
Mineral Filler	<a href="#">1002.4</a>
Hydrated Lime	<a href="#">1002.5</a>
Asphalt Binder, Performance Graded (PG)	<a href="#">1015</a>

**401.2.2 Reclaimed Asphalt.** Reclaimed Asphalt may be obtained from Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS). The asphalt binder content of recycled asphalt materials shall be determined in accordance with AASHTO T 164, ASTM D 2172 or other approved method of solvent extraction. A correction factor for use during production may be determined for binder ignition by burning a sample in accordance with AASHTO T 308 and subtracting from the binder content determined by extraction.

The use of reclaimed asphalt shall be limited to one of the following options with the exception of bituminous base. For bituminous base the limits specified may be increased according to the recycled materials used as follows; 10 % for RAP only, 5 % for RAS only and 10 % for the appropriate RAP and RAS combination.

Binder	Percent Effective Virgin Binder Replacement		
	RAP	RAS	RAP and RAS combination
Contract Grade Virgin Binder shall be used	0 – 20	0 -10	RAP + (2*RAS) ≤ 20
Virgin Binder shall be Softened One Grade <sup>a</sup>	21 – 40	11 – 20	20 < RAP + (2*RAS) ≤ 40
Blend Chart <sup>b</sup>	0 – 100	N/A	N/A
Extraction and Grading of Binder from final Mixture <sup>c</sup>	0 - 100		

<sup>a</sup> The virgin binder shall have a low temperature grade 6 degrees lower than the binder grade specified in the contract. Lowering the high temperature of the virgin binder is not required; however, if lowered, the virgin binder shall have a high temperature grade no

lower than 6 degrees below the binder grade specified in the contract. (Ex. Contract grade PG 64-22; virgin binder could be either PG 58-28 or PG 64-28). The Pressure Aging Vessel (PAV) test temperature (AASHTO M320) shall be tested at 19° C, regardless of the high temperature grade of the selected virgin binder

<sup>b</sup> Testing in accordance with AASHTO M323 including raw data shall be included with the mix design which demonstrates that the grade of the combine mixture meets the contract requirements.

<sup>c</sup> Testing in accordance with either AASHTO T319, or AASHTO T164 and R59 along with grading in accordance with AASHTO M320 including raw data shall be included with the mix design which demonstrates that the grade of the combine mixture and rejuvenator, if applicable, meets the contract requirements.

**401.2.2.1 Reclaimed Asphalt Pavement.** Reclaimed Asphalt Pavement (RAP) may be used in any [Sec 401](#), Plant Mix Bituminous Base and Pavement. All RAP material, except as noted below, shall be tested in accordance with AASHTO T 327, *Method of Resistance of Coarse Aggregate Degradation by Abrasion in the Micro-Deval Apparatus*. Aggregate shall have the asphalt coating removed either by extraction or binder ignition during production. The material shall be tested in the Micro-Deval apparatus at a frequency of once per 1500 tons. The percent loss shall not exceed the Micro-Deval loss of the combined virgin material by more than five percent. Micro-Deval testing will be waived for RAP material obtained from MoDOT roadways. All RAP material shall be in accordance with [Sec 1002](#) for deleterious and other foreign material. The aggregate specific gravity shall be determined by performing AASHTO T 209 in accordance with [Sec 403.19.3.1.2](#) and calculating the  $G_{se}$  to which a 0.98 correction factor will be applied in order to determine  $G_{sb}$  as follows:

$$G_{se} = \frac{100 - P_b}{\frac{100}{G_{mm}} - \frac{P_b}{G_b}} \qquad \text{RAP } G_{sb} = \text{RAP } G_{se} \times 0.98$$

See Section 401.4.4.1 for mixes containing more than 40% effective binder replacement from reclaimed asphalt.

**401.2.2.2 Reclaimed Asphalt Shingles.** Reclaimed Asphalt Shingles (RAS) may be used in any mixture specified to use PG 64-22 in accordance with AASHTO PP 53. In addition, shingles shall be ground to 3/8-inch minus. Waste, manufacturer or new, shingles shall be essential free of deleterious materials. Post-consumer RAS shall not contain more than 1.5 percent wood by weight or more than 3.0 percent total deleterious by weight. Post-consumer RAS shall be certified to contain less than the maximum allowable amount of asbestos as defined by national or local standards. The bulk specific gravity of RAS used in the job mix formula shall be 2.600.

$$\text{RAS } G_{sb} = 2.600$$

See [Sec 401.4.4.1](#) for mixes containing more than 40% effective binder replacement from reclaimed asphalt.

The gradation of the aggregate may be determined by solvent extraction of the binder or using the following as a standard gradation:

<b>Shingle Aggregate Gradation</b>	
<b>Sieve Size</b>	<b>Percent Passing by Weight</b>
3/8 in.	100
No. 4	95
No. 8	85
No. 16	70
No. 30	50
No. 50	45
No. 100	35
No. 200	25

**401.2.2.3 Rejuvenators.** Rejuvenators may be used in any asphalt mixture containing recycled material. When a rejuvenator is used for the purpose of softening the binder grade, the requirements for the Extraction and Grading of Binder from Final Mixture option in [Sec 401.2.2](#) must be satisfied.

**401.3 Composition of Mixtures.** Aggregate sources shall be from the specific ledge or combination of ledges within a quarry, or processed aggregate from a particular product, as submitted in the mix design. The total aggregate prior to mixing with asphalt binder shall be in accordance with the following gradation requirements:

<b>Sieve Size</b>	<b>Percent Passing by Weight</b>			
	<b>Base</b>	<b>BP-1</b>	<b>BP-2</b>	<b>BP-3</b>
1 inch	100	100	100	100
3/4 inch	85-100	100	100	100
1/2 inch	60-90	85-100	95-100	100
3/8 inch	---	---	---	100
No. 4	35-65	50-70	60-90	90-100
No. 8	25-50	30-55	40-70	---
No. 16	---	---	---	30-60
No. 30	10-35	10-30	15-35	---
No. 200	4-12	5-12	5-12	7-12

**401.4 Job Mix Formula.** At least 30 days prior to placing any mixture on the project, the contractor shall submit a mix design for verification and approval by Construction and Materials. The mixture shall be designed in accordance with Asphalt Institute Publication MS-2, *Mix Design Methods for Asphalt Concrete and Other Hot-Mix Types*. The mixture shall be compacted and tested at a minimum of three asphalt contents separated by a maximum of 0.5 percent in accordance with AASHTO T 245, except as herein noted. The test method shall be modified by short-term aging the specimens in accordance with AASHTO R 30. A detailed description of the mix design process shall be included with the job mix formula. Representative samples of each ingredient for the mixture shall be submitted with the mix design. Aggregate fractions shall be in accordance with the same proportions as the proposed job mix formula. A minimum of 150 pounds will be required for any individual fraction. The amount of each ingredient submitted shall be as follows for each mix design to be verified:

<b>Ingredient</b>	<b>Minimum Amount</b>
Aggregate	300 lbs
Hydrated Lime, Mineral Filler and/or Baghouse Fines	20 lbs
Asphalt Binder	10 gal.

**401.4.1 Mixture Design.** Laboratories that participate and achieve a score of 3 or greater in the AASHTO proficiency sample program for T 11, T 27, T 84, T 85, T 166, T 209, T 308 and T 245 or T 312 will have the mixture verification process waived. The mix design shall be submitted to Construction and Materials for approval at least seven days prior to mixture production.

**401.4.2 Required Information.** The mix design shall include raw data from the design process and shall contain the following information:

- (a) All possible sources intended for use, and grade and specific gravity of asphalt binder.
- (b) Source, type (formation, etc.), ledge number(s) if applicable, gradation, and percent chert of each aggregate fraction.
- (c) Plasticity index of each aggregate fraction which has 10 percent or more passing the No. 30 sieve.
- (d) Bulk and apparent specific gravities and absorption of each aggregate fraction in accordance with AASHTO T 85 for coarse aggregate and AASHTO T 84 for fine aggregate, including all raw data, or in accordance with TM 81.
- (e) Specific gravity of hydrated lime, mineral filler or baghouse fines, if used, in accordance with AASHTO T 100.
- (f) Percentage of each aggregate component.
- (g) Combined gradation of the job mix.
- (h) Percent of asphalt binder, by weight, based on the total mixture.
- (i) Bulk specific gravity ( $G_{mb}$ ) by AASHTO T 166, Method A of a laboratory compacted mixture.
- (j) Percent air voids ( $V_a$ ) of the laboratory compacted specimen.
- (k) Voids in the mineral aggregate (VMA) and voids in the mineral aggregate filled with asphalt binder (VFA).
- (l) Theoretical maximum specific gravity ( $G_{mm}$ ) as determined by AASHTO T 209 in accordance with [Sec 403.19.3](#) after the sample has been short-term aged in accordance with AASHTO R 30.
- (m) Mixing temperature and molding temperature.
- (n) Bulk specific gravity ( $G_{mb}$ ) of the combined aggregate.
- (o) Percent deleterious content of the combine aggregate.
- (p) Baghouse fines added for design. Provide the combine gradation with and without the baghouse percentage.

**401.4.3 Mixture Approval.** No mixture will be accepted for use until the job mix formula for the project is approved by Construction and Materials. The job mix formula approved for each mixture shall be in effect until modified in writing by the engineer. When unsatisfactory

results or other conditions occur, or should a source of material be changed, a new job mix formula may be required. In lieu of a new laboratory design, mixtures requiring adjustment beyond the limits allowed in [Sec 401.8.2](#) may be designed in the field based on characteristics of plant-produced mixture in accordance with [Sec 401](#) and verified by Construction and Materials, which may require new aggregate characteristics.

**401.4.4 Mixture Characteristics.**

**401.4.4.1** Base, BP-1, BP-2 and BP-3 mixtures shall have the following properties, when tested in accordance with AASHTO T 245 or AASHTO T 312. The number of blows with the compaction hammer shall be 35 or the number of gyrations shall be 35 with the gyratory compactor. BP-1 and BP-2 mixtures shall have between 60 and 80 percent of the VMA filled with asphalt binder and dust to effective binder ratio of 0.8 to 1.6. BP-3 mixtures shall be compacted with the gyratory compactor to 35 gyrations and shall have a minimum 75 percent of the VMA filled with asphalt binder and dust to effective binder ratio of 0.9 to 2.0.

Mix Type	Percent Air Voids	AASHTO T 245 Stability lb	Voids in Mineral Aggregate (VMA) <sup>b</sup>
BB	3.5	750	13.0 <sup>a</sup>
BP-1	3.5	750	13.5
BP-2	3.5	750	14.0
BP-3	3.5	750	15.0

<sup>a</sup>Bituminous base mixtures that would require 12.0 percent VMA following Asphalt Institute MS-2 will have a minimum 12.0 percent requirement.

<sup>b</sup> If the effective virgin binder replacement from any combination of RAP and RAS is greater than 40 percent; then the minimum VMA required shall be increased by 0.5.

**401.4.4.2** When specified in the contract as BP-3NC, BP-3 mixtures containing limestone aggregate shall contain a minimum amount of non-carbonate aggregate as shown in the table below, or the aggregate blend shall have an acid-insoluble residue (A.I.R.), MoDOT Test Method TM 76, meeting the criteria of crushed non-carbonate material. The A.I.R. shall be determined on the minus No. 4 sieve. Non-carbonate aggregate shall have an A.I.R. of at least 85 percent insoluble residue.

Aggregate	Minimum Non-Carbonate by Volume
Limestone	20% Minus No. 4
Dolomite	No Requirement

**401.4.5 Moisture Susceptibility.** Moisture susceptibility may be tested in accordance with AASHTO T 283. A minimum retained strength of 70 percent shall be obtained when tested for moisture susceptibility. An approved anti-strip additive may be added to increase retained strength to a passing level. When testing is required by [Sec 401.2.1](#) or [401.9](#), the mixture shall be testing during production in accordance with [Sec 403.19](#).

**401.4.6 Time Limit.** A mix design may be transferred to other projects for a period of three years from the original approval date provided satisfactory results are obtained during production and placement.

**401.5 Gradation and Deleterious Content Control.** In producing mixtures for the project, the plant shall be operated such that no intentional deviations from the job-mix formula are made without prior approval from the engineer. The contractor shall determine the mixture gradation at the frequency stated in [Sec 401.8.1](#). The mixture gradation may be determined directly by using residual aggregate from the binder ignition process or by mathematical combination of the cold feed and recycled materials gradations. When the mathematical combination method is used, the RAS gradation shall be from the JMF and RAP gradation from the ignition or extraction residual aggregate. Mixtures as produced shall be subject to the following tolerances and controls:

- (a) The maximum variations from the approved job-mix formula shall be within the tolerances as shown in the table below:

Sieve Size	Percent Passing by Weight	
	Tolerance	Action Limit
No. 8 <sup>a</sup>	± 5.0	± 10.0
No. 200	± 2.0	± 4.0

<sup>a</sup> Use No. 16 sieve for BP-3

- (b) The deleterious content of the material retained on the No. 4 sieve shall not exceed the limits specified in [Sec 1004.2](#).
- (c) The quantity of asphalt binder introduced into the mixer shall be the quantity specified in the job-mix formula. No changes shall be made to the quantity of asphalt binder without written approval from the engineer. The quantity of asphalt binder determined by tests on the final mixture shall not vary by more than - 0.3 to + 0.5 percent from the job-mix formula.

**401.5.1 Sample Location.** The gradations of the total aggregate will be determined from samples taken from the hot bins on batch-type plants or continuous mixing plants or from the composite cold feed belt on drum mix plants. The deleterious content of the total aggregate shall be determined from samples taken from the composite cold feed belt. When required, samples for plasticity index shall be taken from the stockpile. The RAP shall be sampled from the RAP feeding system on the asphalt plant. Samples for asphalt content determination may be taken at the plant.

**401.5.2 Substitutions.** At the option of the contractor and at no cost to the Commission, the contractor may use a [Sec 401](#) mixture with a smaller nominal maximum size aggregate or an approved [Sec 403](#) mixture, design level C, E, or F with the same or smaller nominal maximum size aggregate in lieu of any [Sec 401](#) mixture. When a [Sec 403](#) mixture is substituted, the layer thickness requirements of [Sec 403](#) will apply. The gradation, asphalt content,

deleterious, and density acceptance of the substituted mixture during production will be in accordance with [Sec 401](#).

**401.5.3 Commercial Mixture.** If specified in the contract that an approved commercial mixture may be used, the contractor shall, at least seven days prior to the desired time of use, furnish a statement setting out the source and characteristics of the mixture proposed to be furnished. The statement shall include:

- (a) The types and sources of aggregate, percentage range of each, and range of combined gradation.
- (b) The percent and grade of asphalt binder.
- (c) The mixing time and range of mixture temperature.

The plant shall be designed and operated to produce a uniform, thoroughly mixed material free from segregation. It will not be necessary for the plant to meet the requirements of [Sec 404](#). A field laboratory will not be required. If the proposed mixture and plant are approved by the engineer, the component material and the mixture delivered will be accepted or rejected by visual inspection. The supplier shall furnish with the first truckload of each day's production, a certification that the material and mixture delivered are in conformance with the approved mixture. Upon completion of the work, a plant certification shall be furnished by the supplier for the total quantity delivered. The mixture shall be transported, placed and compacted in accordance with [Sec 401.7](#). Without specific contract designation, an approved commercial mixture may be used in lieu of plant mix bituminous pavement or base course mixtures for work that is considered temporary construction and is to be maintained at the contractor's expense. Temporary construction will be defined as work that is to be removed prior to completion of the contract.

**401.5.4 Moisture Content.** The bituminous mixture, when sampled and tested in accordance with AASHTO T 329, shall contain no more than 0.5 percent moisture by weight of the mixture.

**401.5.5 Contamination.** The bituminous mixture shall not be contaminated with deleterious agents such as unburned fuel, objectionable fuel residue or any other material not inherent in the job mix formula.

**401.6 Field Laboratory.** The contractor shall provide a Type 3 field laboratory in accordance with [Sec 601](#). The contractor may use the equipment provided in the Type 3 laboratory as long as adequate space is provided for the engineer's work.

#### **401.7 Construction Requirements.**

**401.7.1 Weather Limitations.** Bituminous mixtures shall not be placed on any wet surface or frozen pavement. Temperatures shall be obtained in accordance with MoDOT Test Method TM 20.

**401.7.2 Bituminous Mixing Plants.** Bituminous mixing plants and preparation of material and mixtures shall be in accordance with [Sec 404](#).

**401.7.3 Subgrade or Surface Preparation.** The subgrade upon which the bituminous mixture is to be placed shall be prepared in accordance with [Sec 209](#) and primed as specified in the contract in accordance with [Sec 408](#), as applicable. All material requirements of a tacked surface shall be in accordance with [Sec 407](#).

**401.7.3.1 Base Widening.** For base widening work, the bottom of the trench shall be compacted until further consolidation is not visually evident, by use of a trench roller having a weight of no less than 300 psi of width of rear roller, or by mechanical tampers or other methods approved by the engineer. Suitable excavated material may be used in shouldering operations. On the outside of curves, the design depth of trench at the beginning of the superelevation transition shall be varied gradually to the minimum depth at the end of the superelevation transition. Slight transitioning of the width of the base widening will be necessary to permit the indicated angle of repose or shear angle outside of the ultimate edge of surface. The bottom of the trench shall in no case be less than 3 inches below the surface of the existing pavement. All surplus excavated material shall be disposed of by the contractor in areas to be secured by the contractor beyond the right of way limits. An acceptable written agreement with the property owner on whose property the material is placed shall be submitted to the engineer.

**401.7.3.2 Application of Prime or Tack.** Application of prime or tack shall be in accordance with Sec 403.12.

**401.7.4 Hauling Equipment.** Trucks used for hauling bituminous mixtures shall be in accordance with [Sec 404](#).

**401.7.5 Spreading.** The base course, tacked or primed surface, or preceding course or layer shall be cleaned of all dirt, packed soil or any other foreign matter prior to spreading the bituminous mixture. The mixture shall be spread in the number of layers and in the quantity required to obtain the compacted thickness and cross section shown on the plans. When placing multiple layers with varying thicknesses, the thicker layer shall be placed first. The compacted thickness of a single layer of bituminous pavement mixture shall be no more than 2 inches for the surface course and 4 inches for the leveling course.

**401.7.5.1 Irregularities.** The mixture shall be spread without tearing the surface and struck off such that the surface is smooth and true to cross section, free from all irregularities, and of uniform density throughout. Care shall be used in handling the mixture to avoid segregation. Areas of segregated mixture shall be removed and replaced with a suitable mixture at the contractor's expense. The outside edge alignment shall be uniform. Irregularities shall be corrected by adding or removing mixture before compacting. In situations where there is a dispute in the existence of segregation, the area in question will be tested in accordance with MoDOT Test Method TM 75. Mixture production shall immediately cease if either criteria of MoDOT Test Method TM 75 fail. Segregated mixtures shall be removed and replaced to the limits determined by the engineer.

**401.7.5.2 Leveling Course.** If required by the contract, a leveling course consisting of a layer of variable thickness shall be spread to the desired grade and cross section to eliminate irregularities in the existing surface. Spot-leveling operations over small areas, with feather-edging at high points and ends of spot areas, may be required prior to placing the leveling course. Rigid control of the placement thickness of the leveling course will be required. The mixture shall be practically free from segregation.

**401.7.5.3 Base Widening.** The specified total thickness of base widening shall be completed to the adjacent traveled way elevation as shown on the plans. Additional thickness of base widening may be placed as required prior to coldmilling, at the contractor's expense, and shall subsequently be coldmilled to the same elevation as the traveled way, if conducive to expedite operations. On base-widening work, a succeeding layer of bituminous mixture may be placed the same day as the previous layer, if it can be shown that the desired results are being obtained. On small areas, and on areas that are inaccessible to mechanical spreading and finishing equipment, the mixture may be spread and finished by hand methods if permitted by the engineer. At least one lane of the existing pavement and the adjacent shoulder shall be

kept open to traffic at all times during construction, except for short intervals when the movement of the contractor's equipment will seriously hinder the flow of traffic. Intervals during which the contractor will be allowed to halt traffic shall be as designated by the engineer. The contractor shall not open more trenches ahead of the first layer of the base widening than is necessary for placing that layer in one half a day's operations. The first layer of the base widening shall not be placed for a greater distance ahead of the second layer than is necessary for placing the second layer in one half a day's operations. The second layer shall not be placed for a greater distance ahead of the final layer than is necessary for placing the final layer in one day's operation. Any changes in these lengths shall be made only with written permission from the engineer.

**401.7.5.4 Edge Differential.** For roadways constructed under traffic, no pavement edge differential shall be left in place for more than seven days, unless approved by the engineer.

**401.7.6 Joints.** The minimum density of all traveled way pavement within 8 inches of a longitudinal joint, shall be no less than 2.0 percent below the specified density. The cores taken to evaluate this area shall be centered 6 inches from the longitudinal joint. If no deficient cores are found in the first 25 percent of production, the established rolling procedure may be used, at the direction of the engineer, in lieu of density tests provided no changes in the material, typical location or temperatures are made. Pay adjustments due to longitudinal joint density shall apply to the full width of the lane paved. Adjustments due to joint density shall apply to the day's production from which the cores are obtained. Transverse joints shall be formed by cutting back on the previous run to expose the full depth of the layer. When a transverse vertical edge is to be left in place and opened to traffic, a temporary depth transition shall be constructed as approved by the engineer. The longitudinal joints in one layer shall offset those in the layer immediately below by approximately 6 inches. The joints in the final surface layer shall be at the lane lines of the traveled way, except that the placement width shall be adjusted such that pavement marking shall not fall on a longitudinal joint. Each side of the joint shall be flush and along true lines.

**401.7.7 Surfaced Approaches.** At locations designated in the contract or as specified by the engineer, approaches shall be primed in accordance with [Sec 408](#) and surfaced with a plant mix bituminous mixture. The bituminous surface shall be placed as shown on the plans or as directed by the engineer. Approaches shall not be surfaced before the surface course adjacent to the entrance is completed. No direct payment will be made for any work required to condition and prepare the subgrade on the approaches.

**401.7.8 Compaction.** The compacted mixture shall have a minimum density of 92 percent of the theoretical maximum specific gravity. Density will be determined by the direct transmission nuclear method in accordance with MoDOT Test Method TM 41 or by a specific gravity method. When the contractor elects to place a lift of mixture greater than six times the nominal maximum aggregate size, cores shall be cut in half and the density of each half determined separately. In lieu of density requirements, mixtures used for wedging, transitions, shoulders, temporary bypasses to be maintained at the expense of the contractor, and areas where a commercial mixture is used shall be thoroughly compacted by at least three complete coverage's over the entire area with either a pneumatic tire roller weighing no less than 10 tons, a tandem-type steel wheel roller weighing no less than 10 tons or an approved vibratory roller. Rolling shall be performed at proper time intervals on each layer and shall be continued until there is no visible evidence of further consolidation.

**401.8 Quality Control.** The contractor shall maintain equipment and qualified personnel to perform QC field inspection, sampling and testing in accordance with applicable portions of [Sec 403](#). A QC Plan will not be required. A proposed third party for dispute resolution shall be included with the mix design submittal.

**401.8.1 Mixture Testing.** The contractor shall randomly test the mixture within the following frequencies. The gradation and the asphalt content shall be determined at least once every 1,000 tons of production or a minimum of once per day. Deleterious content shall be determined once per 5,000 tons unless quality concerns dictate more frequent testing as directed by the engineer. Gradation and asphalt content of RAP shall be determined once every 10,000 tons of production. If RAP is used and AASHTO T 308 is used to determine the asphalt content, the binder ignition oven shall be calibrated in accordance with MoDOT Test Method TM 77. At the engineer's discretion, testing may be waived when production does not exceed 200 tons per day. The contractor shall certify the proper proportions of a previously proven mixture were used.

**401.8.2 Failing Test.** If a, deleterious content, or asphalt content test result falls outside of the specification tolerances, a review or adjustment of the plant settings and production shall be made and another sample shall be immediately taken. If the second test falls outside of the specification tolerances, production shall be immediately ceased until the mixture can be brought back into specification. If a gradation test falls between the Tolerance and Action Limits, adjustments to plant shall be made and another gradation shall be taken immediately. Plant production for the following day shall not resume until the mixture is brought back into specification when the final gradation for the day is not within tolerance. If a gradation test falls outside the Action Limit, production shall cease until the mixture is brought back into specification.

**401.8.3 Retained Samples.** One half of the contractor's sample for gradation, deleterious content, and asphalt content and all cores shall be retained for the engineer. The contractor shall retain the samples for 7 days after testing has been completed and the results accepted by the engineer.

**401.8.4 Pavement Testing.** During construction, the engineer will designate as many tests as necessary to ensure that the course is being constructed of proper thickness, composition and density. Density of the roadway shall be determined by one core obtained by the contractor at a random location selected by the engineer for every 500 tons of production. A joint density core shall be taken from the same transverse cross section as the mat core and alternate sides. The maximum theoretical density shown on the job mix formula shall be used for this determination. Minimum 4-inch diameter cores, shall be taken the full depth of the layer to be tested. Cores tested by AASHTO T 166 shall be in accordance with [Sec 403.19.3.1.3](#). The contractor shall restore the surface from which samples have been taken immediately with the mixture under production or with a cold patch mixture acceptable to the engineer.

**401.8.5 Density Adjustment.** Payment for mixture placed at or below the required minimum density will be adjusted as follows:

Field Density Percent of Maximum Theoretical Density	Percent of Contract Unit Price <sup>a</sup>
91.5 or above	100%
91.0 to 91.4, inclusive	97%
90.5 to 90.9, inclusive	94%
90.0 to 90.4, inclusive	90%
89.5 to 89.9, inclusive	80%
Below 89.5	Remove and Replace

<sup>a</sup>When adjustments are necessary, the lower percent of the contract unit price of either the pavement or joint density adjustment will apply.

**401.9 Quality Assurance.** Acceptance tests for gradation, deleterious content and asphalt content will be performed by the engineer at a minimum rate of one independent sample per 4

QC samples. A favorable comparison will be considered when a QA test is within the specification tolerances. An acceptance test for plasticity index will be performed by the engineer on an independent sample during the first day's production. When the plasticity index on aggregate passing the No. 30 sieve exceeds 3, moisture susceptibility testing shall be required in accordance with Sec 401.4.5. At least once for every five days of production, a split of the contractor's sample will be tested. If the results of the split sample are not within five percent on all sieves above the No. 200, two percent on the No. 200, within the specification ranges on the deleterious content, and within 0.5 percent on the asphalt content from the contractor's results, another split sample will be taken jointly with the contractor and tested. If the second test results do not compare within the specification tolerances, production shall cease until the discrepancy is resolved. If the second test results compare within the above tolerances, production may continue. Results of QA testing will be furnished to the contractor within 24 hours of obtaining the sample.

**401.10 Surface Smoothness.** The finish of the pavement surface shall be substantially free from waves or irregularities and shall be true to the established crown and grade. The pavement shall be thoroughly tested for smoothness by profiling or straightedging in accordance with [Sec 610](#).

**401.11 Defective Mixture.** Any mixture showing an excess of bituminous material or that becomes loose and broken, mixed with dirt, or is in any way defective, shall be removed and replaced with a satisfactory mixture, which shall be immediately compacted to conform to the surrounding area.

**401.12 Pavement Marking.** If the contractor's work has obliterated existing pavement marking on resurfacing projects open to through traffic, the pavement marking shall be replaced at the contractor's expense in accordance with [Sec 620](#).

**401.13 Method of Measurement.** Measurement will be in accordance with [Sec 403](#).

**401.14 Basis of Payment.** The accepted quantities of plant mix bituminous pavement and base course will be paid for at the contract unit price for each of the pay items included in the contract. Payment for obtaining and delivering samples of compacted mixture from the base and replacement of the surface will be made per sample at the fixed contract unit price specified in [Sec 109](#). No direct payment will be made for QC cores, excavating the trench for base widening, or for hauling and disposing of excess excavation material.