**Revise Section 401 of the Standard Specifications as follows:**

**Revise Subsection 401.17, paragraph 4 and 5 as follows:**

* + 1. Compaction.

 The hot mix asphalt shall be compacted by rolling. Both steel wheel and pneumatic tire rollers will be required. The number, weight, and type of rollers furnished shall be sufficient to obtain the required density while the mixture is in a workable condition. Compaction shall begin immediately after the mixture is placed and be continuous until the required density is obtained. When the mixture contains unmodified asphalt cement (PG 58-28 or PG 64-22) or modified (PG 58-34), and the surface temperature falls below 185 °F, further compaction effort shall not be applied unless approved, provided the Contractor can demonstrate that there is no damage to the finished mat. If the mixture contains modified asphalt cement (PG 76-28, PG 70-28 or PG 64-28) and the surface temperature falls below 230 °F, further compaction effort shall not be applied unless approved, provided the Contractor can demonstrate that there is no damage to the finished mat.

Warm Mix Asphalt compaction requirements shall conform to CP 59.

All roller marks shall be removed with the finish rolling. Use of vibratory rollers with the vibrator on will not be permitted during surface course final rolling and will not be permitted on any rolling on bridge decks covered with waterproofing membrane.

(parag. 4) SMA shall be compacted to a density of 93 to 98 percent of the daily theoretical maximum specific gravity, determined according to CP 51. All other HMA shall be compacted to a density of 92 to 98 percent of the daily theoretical maximum specific gravity, determined according to CP 51. If more than one theoretical maximum specific gravity test is taken in a day, the average of the theoretical maximum specific gravity results will be used to determine the percent compaction. Field density determinations will be made per CP 44 or 81.

(parag. 5) The longitudinal joints shall be compacted to a density of 90 to 98 percent of the theoretical maximum specific gravity. The theoretical maximum specific gravity used to determine the joint density will be the average of the daily theoretical maximum specific gravities for the material that was placed on either side of the joint. Density (percent relative compaction) will be determined per CP 44.

**Revise Subsection 401.17 near the end of the subsection, find the paragraph starting “Each CTS . . .”, revise as follows:**

Each CTS shall be 500 tons. If in-place densities of the CTS, as determined by nuclear density equipment before determining density of the cores, meet the CTS density requirements, the Contractor may begin production paving and continue to place hot mix asphalt pavement under the following conditions:

1. The period during which the Contractor continues to pave without test results from cores shall not exceed one workday.
2. Construction proceeds at the Contractor's risk. If correlation with the cores reveals that the densities do not meet the CTS requirements, the hot mix asphalt pavement placed subsequently will be subject to price reduction or removal and replacement.

After production paving work has begun, a new CTS shall be required for different layers of pavement, unless otherwise approved by the Engineer. Each additional CTS shall be constructed and documented as specified herein, and shall be sampled, tested, and accepted or rejected as described herein.All additional costs associated with construction of the CTS shall be at the Contractor’s expense. The hot mix asphalt placed in the CTS will be paid for per subsection 401.22, at the contract price for the hot mix asphalt.

If the Contractor requests changes to the roller pattern that was established during the CTS, the Contractor must perform a Roller Pass Study to demonstrate that the specified density is obtained with the new roller pattern before proceeding with the paving operation with Engineer Approval.