

Design Requirements

Geotechnical Investigations

Geotechnical investigations performed by CDOT are provided in the Project Documents. The Contractor shall be responsible for any supplemental subsurface investigation necessary to complete the Work. Geotechnical investigations shall comply with the requirements of the 2013 CDOT Field Materials Manual and the 2013 CDOT Pavement Design Manual.

All supplemental investigations made by the Contractor shall be documented in a geotechnical investigation report and submitted to CDOT for Acceptance.

Roadway Pavement Analysis and Design

CDOT has performed the pavement design to determine the pavement type and the HMA pavement thickness, and minimum sub-grade stabilization requirements. The Contractor shall be responsible for all other aspects of pavement design, except as otherwise provided for in the Contract Documents.

Construction Requirements

The Contractor shall construct the Hot Mix Asphalt (HMA) in accordance with the requirements of the Contract Documents.

Roadway Pavement Types and Thickness Requirements

Hot Mix Asphalt

The Contractor shall use Stone Matrix Asphalt (SMA) and HMA Grading SX (PG 64-22) for the HMA, and comply with the specifications in this Section.

The Contractor shall use the following section for the HMA widening and reconstruction areas:

1. Top layer: 2-inches of SMA
2. Bottom Layers: HMA Grading SX (PG 64-22)

The Contractor shall use HMA (Grading SX) for HMA patching, and comply with the specifications in this Section.

Hot Mix Asphalt Overlays

The Contractor shall remove two to six inches of existing asphalt by planing prior to replacing two to six inches of HMA for the overlay locations.

The Contractor shall use SMA for the top 2-inches of HMA overlays.

Pavement Thickness

The Contractor shall construct the HMA pavement to the thickness requirements for the Project, as set forth in the Table below:

Location	Subgrade Minimum R-value	Required Pavement Section Thickness (inches)			Pavement Smoothness Category
		SMA	HMA	Aggregate Base Course	
Northbound 6" Mill / Overlay MP149.3 to MP150.5	60	2	4	-	HRI Category II
Northbound 2" Mill / Overlay MP150.5 to MP160	60	2	-	-	HRI Category I
Northbound Widening MP 149.3 to MP 150.5	60	2	6	6	HRI Category II
Northbound Widening MP 150.5 to MP160	60	2	6	6	HRI Category I
# Southbound MP149.3 to MP 160	60	2	6	6	HRI Category II

I-25 southbound widening, mill, and overlay paving limits as determined by the Contractor shall match northbound pavement requirements.

Deliverables

At a minimum, the Contractor shall submit the following to CDOT for review, Approval and/or Acceptance:

Deliverable	Acceptance or Approval	Schedule
Geotechnical Investigation Report	Acceptance	Within 30 Working Days following completion of fieldwork.
Paving Quality Control Plan	Approval	Prior to beginning paving operations.
Recycled Asphalt Pavement Quality Control Plan	Approval	At the Pre-Paving Conference and at least 14 Days prior to the use of any HMA pavement on the Project
Hot Mix Asphalt Mix Design	Approval	At the Pre-Paving Conference and at least 14 Days prior to the use of any HMA pavement on the Project
Superpave SMA Mix Design	Approval	At the Pre-Paving Conference and at least 14 Days prior to the use of any SMA pavement on the Project

All deliverables shall also conform to the requirements of Quality Management Section.

Project Special Provisions

REVISION OF SECTION 106
CONFORMITY TO THE CONTRACT OF HOT MIX ASPHALT

Section 106 of the Standard Special Provisions is hereby revised for this project as follows:

Subsection 106.05 shall include the following:

For this project, Contractor process control testing of hot mix asphalt is mandatory.

REVISION OF SECTION 202
RECLAIMED ASPHALT PAVEMENT MILLINGS

Section 202 of the Standard Specifications is hereby revised for this project as follows:

Subsection 202.09 shall include the following:

Contractor will retain 100 percent of the Reclaimed Asphalt Pavement (RAP) millings removed from the existing mat on this project. All remaining RAP millings, if any, shall be used in the project as allowed in the Contract or as approved by the Engineer. Otherwise, they shall become the property of the Contractor and shall be disposed at his expense outside the project limits.

Subsection 202.12 shall include the following:

Unless otherwise specified in the Contract, the disposal and hauling of the RAP millings to other locations or its use on the project or at other locations will not be measured and paid for separately, but shall be included in the work.

**REVISION OF SECTION 202
REMOVAL OF ASPHALT MAT (PLANING)**

Section 202 of the Standard Specifications is hereby revised for this project as follows:

Delete subsection 202.09, and replace it with the following:

202.09 Removal of Asphalt Mat (Planing). Prior to beginning planing operations, the Contractor shall submit a planing plan and a Quality Control Plan (QCP) for approval by the Engineer. The planing plan shall include at a minimum:

- (1) The number, types and sizes of planers to be used.
- (2) The width and location of each planing pass.
- (3) The number and types of brooms to be used and their locations with respect to the planers.
- (4) The proposed method for planing and wedging around existing structures such as manholes, valve boxes, and inlets.
- (5) The longitudinal and transverse typical sections for tie-ins at the end of the day.
- (6) If requested by the Engineer, a plan sheet showing the milling passes.

The QCP shall include as a minimum:

- (1) The schedule for replacing the cutting teeth.
- (2) The daily preventive maintenance schedule and checklist.
- (3) Proposed use of automatic grade controls.
- (4) The surface testing schedule for smoothness.
- (5) The process for filling distressed areas.
- (6) The schedule for testing macrotexture of the milled surface.
- (7) Corrective procedures if the milled surface does not meet the minimum macrotexture specification.
- (8) Corrective procedures if the milled surface does not meet the minimum transverse or longitudinal surface finish when measured with a 10 foot straightedge.

The Contractor shall not start the planing operation until the hot mix asphalt (HMA) mix design has been approved and a Form 43 has been signed by the Engineer.

The existing pavement shall be milled to the cross-slope as shown on the plans, and shall have a surface finish that does not vary longitudinally or transversely more than 3/8 inch from a 10 foot straightedge. A 10 foot straightedge shall be supplied by the Contractor.

All milled surfaces shall be broomed with a pick-up broom, unless otherwise specified, before being opened to traffic. A sufficient number of brooms shall be used immediately after planing to remove all milled material remaining in the roadway.

If the Contractor fails to adequately clean the roadway, work shall cease until the Engineer has approved the Contractor's revised written proposal to adequately clean the roadway.

The milled surface shall have a macrotexture equal to or less than 0.170 inches for single-lift overlays and 0.215 inches for multiple-lift overlays as tested in accordance with CP 77. Milled surfaces that do not meet these criteria shall require corrective action in accordance with the QCP. The Contractor shall be responsible for testing the macrotexture of the milled surface at the location directed by the Engineer in accordance with CP 77 at a stratified random frequency of one test per 10,000 square yards or a minimum of once per work day.

At the completion of each day's work, longitudinal vertical edges greater than 1 inch shall be tapered. No transverse vertical edges will be allowed. Longitudinal milled surface tie-ins to existing pavement shall be tapered to not less than a 3:1 slope, transverse milled surface tie-ins to existing pavement shall be tapered to not less than a 50:1 slope. Transverse tapered joints may be tapered with the planing machine, a temporary asphalt ramp, or other methods approved by the Engineer. No longitudinal joint between the milled and existing surfaces shall fall between 1 to 5 feet of any lane line.

If the transverse joint is tapered with a temporary asphalt ramp, the milled surface at the joint shall be constructed as a butt joint the full depth of the lift of asphalt to be placed on the milled surface. The Contractor shall be responsible for maintaining this asphalt ramp until all corresponding HMA is placed. All work associated with this joint will not be paid for separately, but shall be included in the cost of planing.

If the transverse joint is tapered with a planing machine, a butt joint shall be cut into the taper the full depth of the lift of asphalt to be placed on the milled surface prior to commencement of resurfacing. All work associated with this joint will not be paid for separately, but shall be included in the cost of planing.

Other approved transverse joint tapers shall be maintained at the expense of the Contractor, and at a minimum shall incorporate a butt joint the full depth of the lift of asphalt to be placed on the milled surface prior to commencement of resurfacing.

Distressed or irregular areas identified in the planed surface by the Engineer shall be patched.

The roadway shall be left in a safe and usable condition at the end of each work day. The Contractor shall take appropriate measures to ensure that the milled surface does not trap or hold water. All required pavement markings removed by the planing shall be restored before the roadway is opened to traffic.

All milled surfaces utilized for traffic shall be covered with new asphalt within 5 working days. All areas on this project that are not overlaid within the specified working days will be assessed a lane rental fee of **\$5,000 per lane mile** per occurrence for each day or fraction thereof and any required surface repairs shall be paid for by the Contractor.

All planing shall be completed full width and parallel to the travel lanes before resurfacing commences unless otherwise directed by the Engineer.

All material generated by the planing operation shall become the property of the Contractor unless otherwise noted in the Contract.

Add subsection 202.091 immediately following subsection 202.09 as follows:

202.091 Equipment

Each planer shall conform to the following:

The planer shall have sufficient power, traction and stability to maintain an accurate depth of cut. The propulsion and guidance system of the planer shall be maintained in such condition that the planer may be operated to straight and true lines.

The planer shall be capable of operating with automatic grade controls (contact or non-contact) on both sides of the machine using a 30 foot averaging system or other approved grade control systems. The use of such controls shall be described in the Contractor's QCP.

The planer shall be capable of picking up the removed material in a single operation. A self loading conveyor shall be an integral part of the planer. Windrows will not be allowed.

Subsection 202.12 shall include the following:

Macrottexture testing, macrottexture corrective actions, planers, brooms and all other work necessary to complete the item will not be measured and paid for separately, but shall be included in the work.

REVISION OF SECTIONS 304 and 703
AGGREGATE BASE COURSE

Section 304 of the Standard Specifications is hereby revised for this project as follows:

Subsection 304.02 shall include the following:

Materials for the base course shall be Aggregate Base Course (Class 6) as shown in subsection 703.03

The aggregate base course (Class 6) must meet the gradation requirements and have a resistance value of at least 77 when tested by the Hveem Stabilometer method.

In subsection 703.03, first paragraph, delete the first sentence and replace with the following:

Aggregates for bases shall be crushed stone, crushed gravel, or natural gravel which conforms to the quality requirements of AASHTO M 147 except that the requirements for the ratio of minus No. 200 (75 μ m) sieve fraction to the minus No. 40 sieve fraction, stated in 3.2.2 of AASHTO M 147, shall not apply. The requirements for the Los Angeles wear test (AASHTO T 96) shall not apply to Class 1, 2, and 3. Aggregates for bases shall meet the grading requirements of Table 703-3 for the class specified for the project, unless otherwise specified. Use of reclaimed asphalt pavement as aggregate base course will not be allowed for this project. Crushed reclaimed concrete may be allowed as aggregate base course for this project provided it meets the gradation requirements for Aggregate Base Course (Class 6) and the minimum R-value specified above.

REVISION OF SECTION 401
HOT MIX ASPHALT COMPACTION
(PNEUMATIC TIRE ROLLERS)

Section 401 of the Standard Specifications is hereby revised for this project as follows:

In subsection 401.17, first paragraph, delete the second sentence and replace with the following:

Both steel wheel and pneumatic tire rollers will be required on this project for the HMA. If the Contractor has demonstrated that all of the manufacturer's recommendations were followed and the pneumatic tire roller is detrimental to the finished surface of the HMA, the Engineer, in cooperation with the Contractor and the Region Materials Engineer, may waive the pneumatic tire roller requirement. Pneumatic tire rollers shall not be used on SMA.

REVISION OF SECTION 401
HOT MIX ASPHALT TESTING

Section 401 of the Standard Specifications is hereby revised for this project as follows:

Subsection 401.22 shall include the following:

Acceptance, testing, and pay factors for HMA shall be in accordance with subsections 105.05 and 106.05 as revised for this project for Hot Mix Asphalt. The specifications for voids acceptance shall be applied for all HMA placed on the project.

REVISION OF SECTIONS 401 AND 703
STONE MATRIX ASPHALT PAVEMENT

Sections 401 and 703 of the Standard Specifications are hereby revised for this project as follows:

Subsection 401.02 shall include the following:

Recycled Asphalt Pavement (RAP) shall not be used in Stone Matrix Asphalt (SMA) mix.

Subsection 401.09 shall include the following:

Each SMA load shall be completely covered and securely fastened with a full tarp.

Subsection 401.16 shall include the following:

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

Subsection 40.17 shall include the following:

Rollers shall not be used in a vibratory mode on SMA unless they are first used successfully in the demonstration control strip specified in subsection 403.03. Pneumatic wheel rollers shall not be used on SMA mix.

Stone Matrix Asphalt Pavement shall be placed and compacted in accordance with the temperatures listed in subsection 401.07 as revised for this project.

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

When cores are used, the Contractor shall provide all labor and equipment for the coring operation and filling the core holes. When nuclear density gauges are used, the tests will be performed in accordance with CP 81 and CP 82.

In-place density for SMA shall be 93 to 97 percent of the SMA mix maximum specific gravity as measured according to CP 51.

Subsection 401.22 shall include the following:

Acceptance, testing, and pay factors for SMA shall be in accordance with subsections 105.05 and 106.05 as revised for this project for Hot Mix Asphalt. The specifications for gradation acceptance shall be applied for all SMA placed on the project.

**REVISION OF SECTION 403
HOT MIX ASPHALT TICKET COLLECTION**

Section 403 of the Standard Specifications is hereby revised for this project as follows:

Subsection 403.05 shall include the following:

The Contractor shall collect the scale ticket on each load when it is delivered to the project site, and ensure that the information required in subsection 109.01 is shown on each ticket.

The scale tickets shall be available on site for CDOT personnel to inspect.

Each day the Contractor shall provide to the Engineer envelopes which contain the previous day's signed tickets and the following:

1. On each envelope: Project number, date of paving, type of material, daily total and cumulative total.
2. One of the following:
 - A. Two adding machine tape tabulations of the weight tickets with corresponding totals run and signed by different persons,
 - B. One signed adding machine tape tabulation of the weight tickets that has been checked and signed by a second person,
 - C. Signed check tape of computer scale tickets that have a cumulative total. These scale tickets must be consecutive and without voids adjustments.
3. A listing of any overweight loads on the envelope, including ticket numbers and amount over legal limit.
4. A comparison of the actual yield for each day's placement to the theoretical yield. Theoretical yield shall be based on the actual area paved, the planned thickness, and the actual density of the mixture being placed. Any variance greater than +2.5% shall be indicated on the envelope and a written explanation included.

The Contractor shall provide a vehicle identification sheet that contains the following information for each vehicle:

- (1) Vehicle number
- (2) Length
- (3) Tare weight
- (4) Number of axles
- (5) Distance between extreme axles

- (6) All other information required to determine legal weight.
- (7) Legal weight limit.

**REVISION OF SECTION 403
 HOT MIX ASPHALT**

Section 403 of the Standard Specifications is hereby revised for this project as follows:

Subsection 403.02 shall include the following:

The design mix for hot mix asphalt shall conform to the following:

Table 403-1

Property	Test Method	Value For Grading			
				SX(100)	Patching
Air Voids, percent at: N (design)	CPL 5115			3.5 – 4.5	3.5 – 4.5
Lab Compaction (Revolutions): N (design)	CPL 5115			100	100
Stability, minimum	CPL 5106			30	30
Aggregate Retained on the 4.75 mm (No. 4) Sieve with at least 2 Mechanically Induced fractured faces, % minimum	CP 45			70	70
Accelerated Moisture Susceptibility Tensile Strength Ratio (Lottman), minimum	CPL 5109 Method B			80	80
Minimum Dry Split Tensile Strength, kPa (psi)	CPL 5109 Method B			205 (30)	205 (30)
Grade of Asphalt Cement, Top Layer					
Grade of Asphalt Cement, Layers below Top				PG 64-22	PG 64-22
Voids in the Mineral Aggregate (VMA) % minimum	CP 48			See Table 403-2	See Table 403-2
Voids Filled with Asphalt (VFA), %	AI MS-2			65-75	65-75
Dust to Asphalt Ratio Fine Gradation Coarse Gradation	CP 50			0.6 – 1.2 0.8 – 1.6	0.6 – 1.2 0.8 – 1.6

- Note: AI MS-2 = Asphalt Institute Manual Series 2
 Note: The current version of CPL 5115 is available from the Region Materials Engineer.
 Note: Mixes with gradations having less than 40% passing the 4.75 mm (No. 4) sieve shall be approached with caution because of constructability problems.
 Note: Gradations for mixes with a nominal maximum aggregate size of one-inch or larger are considered a coarse gradation if they pass below the maximum density line at the #4 screen. Gradations for mixes with a nominal maximum aggregate size of ¾ inch or smaller are considered a coarse gradation if they pass below the maximum density line at the #8 screen.

All mix designs shall be run with a gyratory compaction angle of 1.25 degrees and properties must satisfy Table 403-1. Form 43 will establish construction targets for Asphalt Cement and all mix properties at Air Voids up to 1.0 percent below the mix design optimum.

Table 403-2

Minimum Voids in the Mineral Aggregate (VMA)			
Nominal Maximum Size*, mm (inches)	***Design Air Voids **		
	3.5%	4.0%	4.5%
37.5 (1½)	11.6	11.7	11.8
25.0 (1)	12.6	12.7	12.8
19.0 (¾)	13.6	13.7	13.8
12.5 (½)	14.6	14.7	14.8
9.5 (¾)	15.6	15.7	15.8

* The Nominal Maximum Size is defined as one sieve larger than the first sieve to retain more than 10%.

** Interpolate specified VMA values for design air voids between those listed.

*** Extrapolate specified VMA values for production air voids beyond those listed.

The Contractor shall prepare a quality control plan outlining the steps taken to minimize segregation of HMA. This plan shall be submitted to the Engineer and approved prior to beginning the paving operations. When the Engineer determines that segregation is unacceptable, the paving shall stop and the cause of segregation shall be corrected before paving operations will be allowed to resume.

CDOT approved Warm Mix Asphalt (WMA) may be allowed on this project in accordance with CP-59. Unique requirements for WMA design, production and acceptance testing as documented during CDOT WMA approval shall be submitted and approved prior to creation of the Form 43 and before any WMA production on the project. Any delays to the project due to WMA submittal and review shall be considered within the Contractor's control and will be non-excusable.

Hot mix asphalt for patching shall conform to the gradation requirements for Hot Mix Asphalt (Grading SX).

A minimum of 1 percent hydrated lime by weight of the combined aggregate shall be added to the aggregate for all hot mix asphalt.

Acceptance samples shall be taken at the location specified in either Method B or C of CP 41.

Subsection 403.03 shall include the following:

If liquid anti-stripping additive is added at the plant, an approved in-line blender must be used. The blender shall be in the line from the storage tank to the drier drum or pugmill. The blender shall apply sufficient mixing action to thoroughly mix the asphalt cement and anti-stripping additive.

The Contractor shall construct the work such that all roadway pavement placed prior to the time paving operations end for the year, shall be completed to the full thickness required by the plans. The Contractor's Progress Schedule shall show the methods to be used to comply with this requirement.

**REVISION OF SECTION 403
 STONE MATRIX ASPHALT PAVEMENT**

Section 403 of the Standard Specifications is hereby revised for this project as follows:

Subsection 403.01 shall include the following:

This work includes placing a Stone Matrix Asphalt (SMA) pavement as shown on the plans.

Subsection 403.02 shall include the following:

The SMA gradation for this project shall be ½ inch.

Mixture design and field control testing of SMA shall be performed using either the SuperPave (CPL 5115, 100 Gyrations) or the Marshall Method (AASHTO T245, 50 Blow).

A minimum of two weeks prior to the proposed use of any Stone Matrix Asphalt pavement on the project, a pre-paving conference will be conducted. At that time, the Contractor shall submit to the Engineer, a mix design meeting the appropriate specification requirements for one of the following:

The SuperPave SMA mix design shall conform to the requirements of Table 403-1a:

Table 403-1a

Property	Test Method	Value for SMA
Air Voids, percent at: N(Design)	CPL 5115	3.0 – 4.0
Lab compaction (Revolutions) N(Design)	CPL 5115	100
Accelerated Moisture Susceptibility, tensile strength Ratio, (Lottman), minimum	CPL 5109, Method B	70
Minimum Dry Split Tensile Strength, psi	CPL 5109, Method B	30
Grade of Asphalt Cement		PG 76-28
Voids in the Mineral Aggregate (VMA) %, minimum	CP 48	17
Draindown at Production Temperature	AASHTO T305	0.3 maximum
% VCA ¹ _{MIX}	AASHTO R 46	Less than VCA _{DRC} ²
Note: The current version of CPL 5115 is available from the Region Materials Engineer Note: Copies of AASHTO R 46 and M 325 can be obtained from the Region Materials Engineer		

Note: ¹Voids in the Coarse Aggregate
 Note: ²Dry-rodded condition

Form 43 will establish construction targets for asphalt cement and all mix properties at air voids up to 1.0 percent below the mix design optimum.

The Marshall SMA mix design shall conform to the following:

Mix Properties	Value
Stability, Marshall Compactor	1400 lbs., min
% Voids in Total Mix	3 – 4%
VMA (% Voids in the Mineral Aggregate)	17 min.
Lottman, CPL 5109, Method B	70% min
Dry Tensile Strength, (CPL 5109)	30 psi, min.

Regardless of mix design method, a minimum of 1 percent hydrated lime by weight of the combined aggregate shall be added to the aggregate for all Stone Matrix Asphalt.

The SMA Mix design must be approved by the Engineer before any pavement is placed on the project. In addition, the Contractor shall provide field control testing during production of the SMA mix and for the demonstration control strip. The Contractor shall perform the following tests and provide the results to the Engineer during production:

If a SuperPave SMA mix design is used, the Contractor shall perform the following tests and provide the results to the Engineer during production:

Superpave Mix Property	Frequency
Draindown (AASHTO T 305)	1/1000 tons or fraction thereof
Percent Voids in the total mix @ $N_{(design)}$	1/1000 tons or fraction thereof
VMA (Percent Voids in the Mineral Aggregate) @ $N_{(design)}$	1/1000 tons or fraction thereof
Lottman, CPL 5109, Method B	1/5000 tons or fraction thereof
Dry Tensile Strength, CPL 5109	1/5000 tons or fraction thereof
Percent AC & Aggregate Gradation CP 5120	1/1000 tons or fraction thereof

If a Marshall SMA mix design is used, the Contractor shall perform the following tests and provide the results to the Engineer during production:

Marshall Mix Property	Frequency
Draindown (AASHTO T 305)	1/1000 tons or fraction thereof
Stability (Marshall)	1/1000 tons or fraction thereof
Percent Voids in the total mix	1/1000 tons or fraction thereof
VMA (Percent Voids in the Mineral Aggregate)	1/1000 tons or fraction thereof
Lottman, CPL 5109, Method B	1/5000 tons or fraction thereof
Dry Tensile Strength, CPL 5109	1/5000 tons or fraction thereof
Percent AC & Aggregate Gradation CP 5120	1/1000 tons or fraction thereof

CDOT approved Warm Mix Asphalt (WMA) may be allowed on this project in accordance with CP 59. Unique requirements for WMA design, production and acceptance testing as documented during CDOT WMA approval shall be submitted and approved prior to creation of the Form 43 and before any WMA production on the project. Delays to the project due to WMA submittal and review will be considered within the Contractor's control and will be non-excusable.

Subsection 403.03 shall include the following:

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

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

Tack coat between the existing pavement and Stone Matrix Asphalt pavement shall be placed at a rate between 0.03 and 0.05 gallons per square yard.

Before proceeding with SMA placement, the Contractor shall demonstrate the ability to produce and place a satisfactory mix in a Demonstration Control Strip (DCS). The Contractor will coordinate with the Engineer on the proposed location of the DCS. The DCS shall consist of a minimum quantity of 500 tons placed in one lane, full width. Within the last 200 tons of SMA placed in the DCS, the Contractor and CDOT shall determine properties (VMA, Voids, in-place density, AC content, gradation, and Marshall Stability, if required) of the project produced SMA mix used in the DCS and provide the results to the Engineer. The Contractor may proceed with full production if all mixture properties are within the specified tolerances.

To determine the in-place density and roller pattern, one core shall be taken at three random locations within the last 200 tons of the DCS. The Engineer will determine the coring locations using a stratified random sampling process. The cores shall be immediately submitted to the Engineer and will be used for determining acceptance of the DCS. Densities of the random samples will be determined by cores according to CP 44. Coring shall be performed by the contractor under CDOT observation. Coring will not be measured and paid for separately but shall be included in the work.

The DCS will be designated as a separate process. Payment for the DCS will be made in accordance with Subsection 105.05, Conformity to the Contract of Hot Mix Asphalt.