

611 - HOT MIX ASPHALT (HMA)-COMMERCIAL GRADE

SECTION 611

HOT MIX ASPHALT (HMA)-COMMERCIAL GRADE

611.1 DESCRIPTION

Construct the designated class of HMA-Commercial Grade asphalt pavement, as shown in the Contract Documents.

Class A HMA-Commercial Grade is intended for all areas that are not Class B locations. Class A includes permanent traffic areas and temporary traffic areas with moderate to high volumes of vehicular traffic such as driving lanes, auxiliary lanes and shoulders.

Class B HMA-Commercial Grade is intended for non-traffic areas and short-term temporary traffic areas with a low volume of vehicular traffic.

BID ITEMS

HMA-Commercial Grade (Class *)
 HMA-Commercial Grade (Class *) (Patching)
 *A or B

UNITS

Ton
 Ton

611.2 MATERIALS

a. Aggregates. Provide individual aggregates that comply with **DIVISION 1100**.

b. Asphalt. Provide performance graded asphalt binder that complies with **DIVISION 1200**. Provide asphalt for tack coat suitable for the intended use and approved by the Engineer.

c. Mix Design. Using forms provided by KDOT, submit a mix design for the designated class of HMA-Commercial Grade to the DME for review and approval. When requested by the Engineer, submit a sufficient quantity of materials to verify the mix design.

Submit a mix design that complies with these requirements:

(1) **TABLE 611-1**, Class A and Class B HMA-Commercial Grade Mix Criteria: Unless the Engineer approves otherwise or shown elsewhere in the Contract Documents, use a SM-12.5A or SR-12.5A (**TABLE 611-2**) for Class A. Use any mix designation listed in **TABLE 611-2** for Class B.

TABLE 611-1: HMA-COMMERCIAL GRADE CLASS A and CLASS B MIX CRITERIA			
	CLASS A	CLASS B	
AGGREGATE:			
Coarse Angularity (min.%)	75	50	
Uncompacted Voids-Fine (min. %)	42	40	
Sand Equivalent (min. %)	40	40	
Natural sand (max. %)	35	-	
Reclaimed Asphalt Pavement (RAP) (max. %)	25	50	
Binder:	PG64-22 or PG58-28 ¹	PG58-28 or PG64-22	
COMPACTION REVOLUTIONS:		(A) ³	(B) ³
N _{ini}	7 ⁴	6	7
N _{des}	75 ⁴	50	75
N _{max}	115 ⁴	75	115
Level of Compaction at N _{ini}	≤90.5	≤91.5	≤91.5
MIX:			
VFA	65 – 78	66-80	65 – 78
Tensile Strength Ratio (TSR) (min. %)	80 ²	-	-

¹In permanent locations with an asphalt mixture containing 16% to 25% RAP, use PG58-28. In all other locations, the Contractor may use either grade of binder.

²Meet the minimum TSR requirement for design only. Depending on the anticipated exposure to the environment, the DME may waive the TSR requirement.

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³Use either column A or B, Contractor's option.

⁴Contact the DME to determine if higher revolutions are needed for higher traffic areas. When higher revolutions are requested, use $N_{ini} = 8$, $N_{des} = 100$, $N_{max} = 160$. If the level of compaction and VMA criteria are met with the design completed at $N_{max} = 115$ or $N_{max} = 160$, the aggregate combination will be satisfactory. Percent asphalt recommended will probably be different.

If RAP is used, inform the Engineer as to the source and type of RAP. Provide RAP that is reasonably free of contamination, uniform in composition (similar to RAP gradation shown on mix design) and has passed through a 2 1/4" screen or grizzly. The Engineer will accept the RAP based on a visual inspection.

The Engineer may approve the use of an asphalt mixture (listed in **TABLE 611-2**) that is produced, tested and complies with **SECTION 602**. If used, QC/QA testing is required.

(2) **TABLE 611-2**, Mix Design Requirements.

TABLE 611-2: MIX DESIGN REQUIREMENTS (Master Grading Limits and VMA)								
Nominal Maximum Size & Mix Designation	Percent Retained - Square Mesh Sieves							Min. VMA (%)
	1"	3/4"	1/2"	3/8"	No. 4	No. 8	No. 200	
SM-9.5A			0	0-10	10 min.	33-53	90-98	14.5
SR-9.5A			0	0-10	10 min.	33-53	90-98	14.5
SM-9.5T			0	0-10	10 min.	53-68	90-98	14.5
SR-9.5T			0	0-10	10 min.	53-68	90-98	14.5
SM-12.5A		0	0-10	10 min.		42-61	90-98	13.5
SR-12.5A		0	0-10	10 min.		42-61	90-98	13.5
SM-19A	0	0-10	10 min.			51-65	92-98	13.0
SR-19A	0	0-10	10 min.			51-65	92-98	13.0

- Meet the minimum VMA requirements with design only.
- Use an air void target of 4% (at N_{des}) to establish binder content.
- Using the combined gradation (RAP, if any, and virgin aggregate), select a single point for each sieve within the master grading limits and the No. 16, No. 30, No. 50 and No. 100 sieves. Also, provide the combined virgin aggregate gradation.
- When controlling the mix by cold feed gradation testing, apply single point tolerances in **TABLE 611-3** to the design single points for the virgin aggregate only.

TABLE 611-3: SINGLE POINT TOLERANCES								
Nominal Maximum Size & Mix Designation	Percent Retained - Square Mesh Sieves							
	3/8"	No. 4	No. 8	No. 16	No. 30	No. 50	No. 100	No. 200
SM-9.5A or SR-9.5A		±5	±5	±5	±4	±4	±3	±2
SM-9.5T or SR-9.5T		±6	±5	±5	±4	±3	±3	±2
SM-12.5A or SR-12.5A	±6	±6	±5	±5	±4	±4	±3	±2
SM-19A or SR-19A	±6	±6	±5	±5	±4	±4	±4	±2

Comply with the certification requirements for the appropriate categories listed in the Policy and Procedure Manual for the Certified Inspection and Testing Training (CIT²) Program. Use calibrated testing equipment with prescribed procedures in the KDOT Construction Manual, Part V, Section 5.17.10.

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d. Process Control. Prior to making a single point or proportion change, receive approval from the Engineer. Depending upon the change, the Engineer may require another mix design before granting approval. On the first Lot only of production of any mix designation, any gradation penalty for the entire Lot will be assessed on the basis of the revised design job-mix (if any), provided no change in asphalt content is required as a result of the revision. For changes made in the design job-mix on subsequent Lots, computation of adjusted payment will not be retroactive within the Lots. Make any gradation change for the Lot before starting the gradation testing for that Lot.

During mix production on non-QC/QA projects, the Engineer may conduct tests (randomly located) to verify compliance with the approved mix design, and make adjustments to the binder content (Note: Plant produced mix may have a lower VMA and require a reduction in binder content.).

On projects with less than 500 tons of commercial grade asphalt mixture, testing (QC/QA or cold-feed gradations) is at the Engineer's discretion. On projects with 500 tons or more, testing of the asphalt mixture is required:

- The Engineer will test the combined virgin gradation at a frequency of 1 test for each 500 ton Lot or fraction thereof.
- On projects with more than 2000 tons of HMA-Commercial Grade mixture the Contractor may request the lot be increased to 750 ton provided the following criteria are met:
 - The plant is producing more than 500 tons of HMA-Commercial Grade mixture per day.
 - Previous 3 consecutive lots were produced without penalty.
 - Immediate notification of lot size change shall be provided to the Engineer any time a change is made.
- If any lot fails to meet all of the above criteria, the lot size shall resort to 500 tons until such time that the aforementioned criteria are met.
- Or, the Contractor and Engineer will test (QC/QA respectively) the asphalt mixture according to the testing requirements and frequencies in Part V, Appendix B.

If the test results indicate there is non-compliant material, make the appropriate adjustments to the mix proportions to comply with the approved mix design.

e. Suspension of Mixture Production. If the results of 2 consecutive cold-feed gradation tests fail to meet the single point tolerances, or QC/QA test results fail to comply with **SECTION 602**, suspend the production of that mix pending satisfactory results of a pre-production sample. Such suspension will constitute Lot termination.

611.3 CONSTRUCTION REQUIREMENTS

a. General. Use equipment that complies with **DIVISION 150** to produce, haul, spread and compact the HMA-Commercial Grade mixture.

Use a minimum of 2 rollers to compact the mixture to the maximum density before the mixture temperature falls below 175°F. On incidental or miscellaneous work, the Engineer may waive the minimum roller requirement if conditions warrant. Roller marks may be removed with a self-propelled static roller when the pavement surface temperature falls below 175°F.

Excluding side roads, entrances and non-traffic areas, the Engineer may test the completed surface with a 10 foot straightedge, and the maximum allowable surface variation is 3/16 inch in 10 feet. Correct areas that exceed the allowable variation as directed by the Engineer.

b. Weather Limitations. Do not place asphalt mixtures on any wet or frozen surface or when weather conditions otherwise prevent the proper handling and finishing of the mixture.

Only place asphalt mixtures when either the ambient air temperature or the road surface temperature is equal to or greater than that shown in **TABLE 611-4**.

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Paving Course	Thickness (inches)	Air Temperature (°F)	Road Surface Temperature (°F)
Surface	All	50	55
Subsurface	<1.5	50	55
Subsurface	≥1.5 and <3	40	45
Subsurface	≥ 3	30	35

611.4 MEASUREMENT AND PAYMENT

The Engineer will measure HMA-Commercial Grade and HMA-Commercial Grade (Patching) by the ton.

Payment for "HMA-Commercial Grade (Class*)" and "HMA-Commercial Grade (Class *) (Patching)" at the contract unit prices is full compensation for the specified work.

If the gradation test results or air void test results indicate there is non-compliant material, the Engineer will compute the price adjustment according to one of the following and assess a lump sum dollar value on the Contractor's payment voucher.

(1) Use **TABLE 611-5**, on each Lot of asphalt mixture represented by non-compliant cold-feed gradation (acceptance) tests:

- Determine the absolute value of the deviation between the acceptance test results (rounded to the nearest 0.01%) and the design virgin aggregate single point for the No. 4, No. 8, No. 30 and the No. 200 pay sieves.
- Use the 1 Test Column in **TABLE 611-5** to determine payment for the Lot.
- Use the deviation from the sieve that produces the greatest price adjustment.

(2) The Engineer will assess an air void price adjustment (negative price adjustment only), as outlined in **SECTION 602**, on the asphalt material (taken from each QC/QA Lot) represented by non-compliant QC/QA (acceptance) tests.

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TABLE 611-5: SCHEDULE OF ADJUSTED PAYMENT FOR ASPHALT MIXES					
		Accumulated Deviation of the Acceptance Tests from the Design Job-Mix Single Point			
Tolerance	Pay Factor	1 Test	2 Tests	3 Tests	4 Tests
± 7	1.00	0.00 - 7.00	0.00 - 9.00	0.00 - 12.12	0.00 - 14.00
	0.98	7.01 - 7.50	9.91 - 10.60	12.13 - 12.99	14.01 - 15.00
	0.95	7.51 - 8.00	10.61 - 11.32	13.00 - 13.86	15.01 - 16.00
	0.90*	8.01 - 8.50	11.33 - 12.02	13.87 - 14.73	16.01 - 17.00
	0.80*	over 8.50	over 12.02	over 14.73	over 17.00
± 6	1.00	0.00 - 6.00	0.00 - 8.48	0.00 - 10.38	0.00 - 12.00
	0.98	6.01 - 6.50	8.49 - 9.20	10.39 - 11.25	12.01 - 13.00
	0.95	6.51 - 7.00	9.21 - 9.90	11.26 - 12.12	13.01 - 14.00
	0.90*	7.01 - 7.50	9.91 - 10.60	12.13 - 12.99	14.01 - 15.00
	0.80*	over 7.50	over 10.60	over 12.99	over 15.00
± 5	1.00	0.00 - 5.00	0.00 - 7.08	0.00 - 8.61	0.00 - 10.00
	0.98	5.01 - 5.50	7.09 - 7.78	8.62 - 9.54	10.01 - 11.00
	0.95	5.51 - 6.00	7.79 - 8.48	9.55 - 10.38	11.01 - 12.00
	0.90*	6.01 - 6.50	8.49 - 9.20	10.39 - 11.25	12.01 - 13.00
	0.80*	over 6.50	over 9.20	over 11.25	over 13.00
± 4	1.00	0.00 - 4.00	0.00 - 5.66	0.00 - 6.93	0.00 - 8.00
	0.98	4.01 - 4.50	5.67 - 6.36	6.94 - 7.80	8.01 - 9.00
	0.95	4.51 - 5.00	6.37 - 7.08	7.81 - 8.67	9.01 - 10.00
	0.90*	5.01 - 5.50	7.09 - 7.78	8.68 - 9.54	10.01 - 11.00
	0.80*	over 5.50	over 7.78	over 9.54	over 11.00
± 3	1.00	0.00 - 3.00	0.00 - 4.24	0.00 - 5.19	0.00 - 6.00
	0.98	3.01 - 3.20	4.25 - 4.52	5.20 - 5.55	6.01 - 6.40
	0.95	3.21 - 3.40	4.53 - 4.80	5.56 - 5.97	6.41 - 6.80
	0.90*	3.41 - 3.80	4.81 - 5.38	5.98 - 6.57	6.81 - 7.60
	0.80*	over 3.80	over 5.38	over 6.57	over 7.60
± 2.5	1.00	0.00 - 2.50	0.00 - 3.54	0.00 - 4.32	0.00 - 5.00
	0.98	2.51 - 2.70	3.55 - 3.82	4.33 - 4.68	5.01 - 5.40
	0.95	2.71 - 2.90	3.83 - 4.10	4.69 - 5.01	5.41 - 5.80
	0.90*	2.91 - 3.30	4.11 - 4.66	5.02 - 5.73	5.81 - 6.60
	0.80*	over 3.30	over 4.66	over 5.73	over 6.60
± 2	1.00	0.00 - 2.20	0.00 - 3.12	0.00 - 3.81	0.00 - 4.40
	0.95	2.21 - 2.40	3.13 - 3.40	3.82 - 4.17	4.41 - 4.80
	0.90*	2.41 - 2.75	3.41 - 3.88	4.18 - 4.77	4.81 - 5.56
	0.80*	over 2.75	over 3.88	over 4.77	over 5.56

*If approved by the Engineer, the Contractor may accept the indicated partial pay. KDOT may require removal and replacement at no additional cost. At any time, the Contractor has the option to remove and replace at no cost to KDOT.