XXX-XXX DELETE ALL DESIGNER NOTES FROM YOUR SPECIAL PROVISIONS

Distressed Pavement Relief - Density should only be applied on projects with bid item 460.2005 – Incentive Density PWL HMA Pavement where the first HMA layer is paved directly over milled pavements with a preconstruction PCI equal to or less than 25. If the project being designed is within 5 years of construction and the preconstruction PCI is approximately 50 or less, contact BTS HMA and OAPM for guidance on whether to apply this SPV. This SPV may be combined with the Distressed Pavement Relief – Ride SPV if it also qualifies for that SPV. This SPV is not allowed on NHS routes or routes with ADT greater than 3,000.

1. Distressed Pavement Relief - Density, Item SPV.####.###.

**A Description**

Conform to stp-460-050 HMA Pavement Percent Within Limits (PWL) QMP except as modified in this special provision.

This special provision describes providing density target relief on the first HMA layer paved over roadways determined to be distressed enough, prior to letting, that subsequent compaction operations may not achieve target density without damaging underlying existing layers.

**B (Vacant)**

**C Construction**

*Modify stp-460-050 460.3.3.2(3) Pavement Density Determination:*

(3) A lot is defined as 7500 lane feet with sublots of 1500 lane feet (excluding shoulder, even if paved integrally) and placed within a single layer for each location and target maximum density category indicated in table 460-3 as modified herein. The contractor is required to complete three tests randomly per sublot and the department will randomly conduct one QV test per sublot. A partial quantity less than 750 lane feet will be included with the previous sublot. Partial lots with less than three sublots will be included in the previous lot for data analysis/acceptance and pay, by the engineer. If density lots/sublots are determined prior to construction of the test strip, any random locations within the test strip shall be omitted. Exclusions such as shoulders and appurtenances shall be tested and recorded in accordance with CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. Offsets will not be applied to nuclear density gauge readings for shoulders or appurtenances. Unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 8-15.11.

TABLE 460-3 MINIMUM REQUIRED DENSITY*[1]*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| LOCATION | LAYER | PERCENT OF TARGET MAXIMUM DENSITY | | |
| MIXTURE TYPE | | |
| LT and MT | HT | SMA |
| TRAFFIC LANES*[2]* | LOWER | 93.0*[3] [5]* [6] | 93.0*[4] [5]* | \_\_\_ |
| UPPER | 93.0[6] | 93.0 | 93.0 |
| SHOULDERS & APPURTENANCES | LOWER | 91.0*[5]* | 91.0*[5]* | \_\_\_ |
| UPPER | 92.0 | 92.0 | 92.0 |

*[1]* The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer will investigate the acceptability of that material according to CMM 815.11.

*[2]* Includes side roads, crossovers, turn lanes, ramps, parking lanes, bike lanes, and park-and-ride lots as defined by the contract plans.

*[3]* Minimum reduced by 2.0 percent for a lower layer constructed directly on Cold In-Place Recycle (CIR), crushed aggregate, or recycled base courses.

*[4]* Minimum reduced by 1.0 percent for a lower layer constructed directly on Cold In-Place Recycle (CIR), crushed aggregate, or recycled base courses.

*[5]* Minimum reduced by 1.0 percent for a 1.25-inch thick No. 5 mix lower layer constructed on a paved or milled surface.

*[6]* Minimum reduced by 1.0 percent for the first layer paved over HMA or PCC.

**D (Vacant)**

**E Payment**

**E.1 Disincentive for HMA Pavement Density**

(1) The department will administer density disincentives as specified in stp-460-050 HMA Pavement Percent Within Limits (PWL) QMP.

**E.2 Incentive for HMA Pavement Density**

(1) The department will administer density incentives as specified in stp-460-050 HMA Pavement Percent Within Limits (PWL) QMP.

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