S U P P L E M E N T A L S P E C I F I C A T I O N

AMENDMENT TO DIVISION 400 – PAVEMENTS

AMENDMENT TO SUBSECTION 401 – PLANT MIX PAVEMENTS - GENERAL

The purpose of this supplemental specification is to revise an AASHTO reference to an ASTM reference, require informational shoulder cores, to expand the lower statistical limit of in-place air voids and eliminate the upper limit of core thickness for air void testing.

Amend 3.17.3.2 to read:

3.17.3.2 In Place Air Voids. In place air voids shall be determined in accordance with AASHTO T 269 using 150 mm (6 inch) diameter cores taken from each pavement layer by the Contractor in the presence of the Engineer. Core sampling shall be in conformance with **ASTM D 5361** and NHDOT B-8 (see appendix A). Full depth cores containing all new pavement layers shall be required. Core locations (center of core) will be established by selecting a random location within each sublot in accordance with 106. When shoulders are overlayed, cores shall be collected solely for density information at a frequency of one core for every 750 tons of mix. Cores will not be located in the following areas:

(a) Within 1 foot (0.3 meter) from an edge of pavement.
(b) Within 4 feet (1.2 meters) from any structure. Core locations falling within this area will be relocated 4 feet (1.2 meters) from the structure along station at the same offset.
(c) Within shoulders 4 feet (1.2 meters) or less in width.
(d) Within 1 foot (0.3 meter) from any break in slope across the mat surface.

Cores shall be taken before opening pavement to traffic, except when location of core is within the last hour of that day's placement. Cores shall be taken within 24 hours after placement. Where cores have been taken, new material shall be placed and compacted to conform to the surrounding area the same day the samples are taken. Core samples shall be accompanied by a sample tag containing the following information:

(a) Project name & number.
(b) Lot and sublot number.
(c) Material Type.
(d) Date placed.
(e) Date sampled.
(f) Location in station and offset, and/or tonnage.
(g) Plan thickness.
(h) Contract Administrator
(i) Sampler
(j) Item number

The complete sample(s) (unseparated) shall be protected against damage, transported and delivered by the Contractor within one working day to NHDOT testing technicians at the testing lab location. Sublots where the core becomes lost or damaged will be resampled at the direction of the Engineer at the Contractor's expense.

The specification limits in Table 7 will be used for calculating pay factors for in place air voids for each lot:

Table 7 - In Place Air Voids Acceptance Limits

TARGET (%)	LSL	USL
Average of Samples	- 2.0%[1]	+2.0%[2]

[1] But not less than 2.5%
[2] But not more than 9%

When a core is less than 80% of the nominal thickness, a new core will be taken in the same sublot at a random location for the determination of in place air voids.

A sublot with a test result less than 2.0% for in place air voids will be rejected and subject to removal and replacement.