

**302-5.6.2 Density and Smoothness.** ~~Upon completion, the Asphalt concrete-~~ pavement shall be true to grade and cross section. When a ~~10-foot (3 m)~~ 10-foot (3m) straightedge is laid on the finished surface parallel to the centerline of the roadway, the finished surface shall not vary from the edge of the straightedge more than ~~1/8 inch (3 mm)~~ 1/8 inch (3mm), except at intersections or at changes of grade. Any areas that are not within this tolerance shall be brought to grade immediately following the initial rolling. If the paving material has cooled below the lower limits of the spreading temperatures prescribed in 302-5.5 or 302-9.4, the surface of the pavement shall be brought to a true grade cross section. The paving material in the area to be repaired shall be removed, by ~~an approved method~~ cold milling, to provide a minimum laying depth of ~~1-inch (25 mm)~~ 1 inch (25mm), or 2 times the maximum size aggregate, whichever is greater, of the new pavement at the join line. Repairs shall not be made to pavement surface by ~~feather edging~~ tapering the thickness at the join lines.

The compaction after rolling shall be 95 percent of the density obtained on samples compacted with the California Kneading Compactor per California Test 304. The density shall be determined in accordance with California Test 308, Method A. Method C may be used if the absorption of the compacted specimen is less than 2 percent.

The field density of compacted asphalt concrete shall be determined by:

- a) A properly calibrated nuclear asphalt testing device in the field, or
- b) California Test 308, Method A when slabs or cores are taken for laboratory testing. ~~Zinc stearate may be substituted for paraffin.~~

In case of dispute, method b) (above) shall be used.

Paved areas not to be subject to vehicular traffic shall be compacted to 90 percent of California Test 304.