

SECTION 300 – BASES

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SECTION 303 – COMPACTED AGGREGATE BASE, SURFACE, OR SHOULDERS

303.01 Description. This work shall consist of a base course, surface course, shoulders, or a combination of these, of dense-graded aggregate of one of the types herein set out constructed on a prepared subgrade, subbase, or on an existing surface to be used as a base, all in accordance with these specifications and in reasonably close conformance with the lines, grades, quantities, or thickness shown on the plans, or as directed.

(a) Type O Mix. The aggregate shall contain sufficient moisture to avoid segregation during loading, hauling, placing, and shaping operations.

(b) Type P Mix. The aggregate shall contain sufficient moisture to facilitate compaction. When calcium chloride is required as set out in 303.04, plant mix material shall have sufficient water added to the aggregate to produce a mixture having a moisture content approximately equal to optimum moisture content, which is anticipated to range from 7% to 9% of the dry aggregate by weight. The amount of water shall be as directed.

MATERIALS

303.02 Materials. Materials shall be in accordance with the following:

Calcium Chloride	913.02
Coarse Aggregates, Class A, B, C, or D	
For Compacted Aggregate Base, Surface,	
and Shoulders No. 53.....	904.02
For Compacted Aggregate Surface	
and Shoulders No. 73.....	904.02
Water	913.01

CONSTRUCTION REQUIREMENTS

303.03 Preparation of Type P Mixture.

(a) Mixer Unit. The mixer unit shall be a single or twinshaft pugmill, or another approved mixer, capable of producing a constant uniform mixture. The discharge height of the mixer unit shall be such that it prevents segregation of the material when discharged into the hauling trucks.

(b) Conveyors and Feeders. The feed conveyor and all auxiliary feeders or attachments shall be fed from receiving hoppers equipped with adjustable metering gates or other devices capable of regulating a constant flow of materials into the mixing unit.

50 **(c) Water Pump and Meter.** A spray bar capable of assuring an even wetting of the aggregate shall be mounted at the entrance of or above the pugmill. A suitable pump, water meter, or other registering device capable of regulating the flow through the spray bar at the pre-set rate shall be used to introduce water into the mix.

(d) Mixing. Calcium chloride, when used, shall be incorporated in accordance with 303.04. Water shall be added at the plant in accordance with 303.01(b). Material shall not progress through the mixer faster than a rate which will produce a thoroughly mixed product.

60 **303.04 Calcium Chloride.** Calcium chloride will be required in type P compacted aggregate surface and shoulder mixtures but not in base mixtures unless otherwise specified. When calcium chloride is specified or required, calcium chloride shall be in accordance with 912.03. Calcium chloride, in either dry or liquid form, shall be incorporated into type P mixture at the plant. The amount of pure calcium chloride used shall be 2.7 to 3.9 kg per Mg (5.4 to 7.7 lb per ton) of finished type P mixture as directed. If specified with type O mixture, calcium chloride shall be spread uniformly on the surface of each lift at an approximate rate of 0.22 kg/m² (0.4 lb per sq yd) of surface per 25 mm (1 in.) of compacted depth. The amount of commercially available calcium chloride needed shall be the amount of pure calcium chloride needed divided by the purity of the commercial material.

70 **303.05 Preparation of Subgrade or Subbase.** The upper 150 mm (6 in.) of all subgrade and subbase shall be compacted to a minimum of 100% of maximum dry density as determined in accordance with AASHTO T 99. In areas of 150 m (500 ft) or less in length, or for temporary runarounds, proofrolling will not be required. Also proofrolling will not be required in trench sections where the regular proofrolling equipment cannot be used.

Where compacted aggregate base, surface, or shoulder is placed on a previously constructed course, such previously constructed course shall meet all the requirements for such course as set out in the specifications, or as otherwise specified.

80 For type O, the preparation of the subgrade shall be the same as required for type P compacted aggregate base, surface, or shoulder, except proofrolling will not be required.

For type P where the compacted aggregate base, surface, or shoulder is to be placed on a subgrade, the subgrade shall be prepared in accordance with 207 and, in addition, shall be proofrolled in accordance with 304.05.

303.06 Handling and Transporting Mixtures. Mixed materials shall be handled and transported so as to prevent segregation and loss of moisture. On long hauls, or in windy or hot weather, when appreciable quantities of moisture might be lost by evaporation, loads in transit may be required to be covered with tarpaulins or other suitable covers as directed.

303.07 Spreading Mixtures. The compacted depth of all type O courses shall be no less than 50 mm (2 in.) nor more than 100 mm (4 in.). Segregation will not be permitted and, if necessary, sufficient moisture shall be added prior to spreading to ensure uniformity. The compacted depth of all type P courses shall be no less than 50 mm (2 in.) nor more than 150 mm (6 in.). For all types, the mixture shall be spread in uniform layers to a depth that will produce the compacted thickness specified. This work shall be done with an approved spreading and leveling device which will spread and shape the material to the required lines, grades, thickness, and section. If directed, each layer shall be shaped by a long base, blade type, road machine and immediately compacted. Each layer shall meet the density requirements at the time the next layer is placed thereon. In areas inaccessible to mechanical equipment, approved handspreading methods shall be used. Any traffic on the aggregate base shall be uniformly dispersed transversely over the surface.

303.08 Control of Width. When required, positive lateral support shall be provided to restrain the materials from being displaced beyond the specified limits. Payment will not be made for material placed outside of a one to one slope from the specified surface edge.

303.09 Compacting Aggregate. Each lift shall be compacted with approved rollers to no less than 100% for type P and type O materials of the maximum dry densities as determined by Method C of AASHTO T 99. In places inaccessible to rolling equipment, the required compaction may be obtained with mechanical tampers, vibrators, trench rollers, or other compaction equipment. In all areas which fail to meet the required density, whatever means necessary to rework the aggregate until the required density is obtained shall be used.

In areas such as private drives, mailbox approaches, and temporary runarounds, the density test may be waived. The material in these locations shall be compacted with the same combination of rollers and compaction coverages as used on the mainline lifts. For projects which consist solely of such locations, the material shall be compacted with either a pneumatic tire, tandem, or three wheel roller in accordance with 408.03(d).

Construction traffic using the compacted aggregate layers shall be kept well dispersed so as to assist in obtaining uniform compaction and to avoid displacement of the material and the formation of ruts.

303.10 Checking and Correcting Surface. The finished surface shall be checked transversely with a template prepared to the cross section shown on the plans. The roadway surface shall be checked for smoothness with a 4.9 m (16 ft) straightedge in accordance with 402.16. Any deviations in excess of 13 mm (1/2 in.) shall be scarified, remixed, and compacted to the required grade and cross section. This same correction shall also apply if the surface, before acceptance, becomes uneven or distorted and sets up in this condition.

140 **303.11 Temperature Limitations.** No mixture shall be placed when the air temperature at the site of the work is at or below 2EC (35EF).

303.12 Priming Compacted Aggregate Base. A prime coat, if required, shall be in accordance with 405.

303.13 Blank.

150 **303.14 Protection of Surface.** The finished compacted aggregate base, surface, or shoulder shall be maintained true to line, grade, and required density until the bituminous prime, if required, is placed thereon as directed or until accepted.

303.15 Method of Measurement. Compacted aggregate base, surface, or shoulder will be measured by the megagram (ton) in accordance with 109.01(b). Calcium chloride will be measured by the megagram (ton).

160 **303.16 Basis of Payment.** The accepted quantities of type O and type P compacted aggregate will be paid for at the contract unit price per megagram (ton), complete in place. When steel slag is used as compacted aggregate in shoulders, and payment will be made per megagram (ton), the pay quantity will be adjusted in accordance with 904.02(a).

Calcium chloride in either dry or liquid form will be paid for at the contract unit price per megagram (ton) for pure calcium chloride. The pay quantity will be determined as follows:

(a) megagrams (tons) of calcium chloride type 1 times 0.77 equals megagrams (tons) of pure calcium chloride; and

170 (b) megagrams (tons) of calcium chloride type 2 times 0.94 equals megagrams (tons) of pure calcium chloride.

If natural brine is used, the amount of pure calcium chloride contained in the brine solution will be determined by means of laboratory tests.

Payment will be made under:

	Pay Item	Metric Pay Unit Symbol (English Pay Unit Symbol)
	Calcium Chloride, for _____	Mg (TON)
180	Compacted Aggregate, O, _____ size	Mg (TON)
	Compacted Aggregate, P, _____ size	Mg (TON)

The costs of compacting, placing, processing, excavating, backfilling, water, and necessary incidentals shall be included in the costs of the pay items.

190 If there is no pay item for type O compacted aggregate, a change order may be executed to permit the substitution of type O for type P aggregate. Payment for type O compacted aggregate will be made at a unit price that is equal to 90% of the contract unit price for type P compacted aggregate.

SECTION 304 – SUBBASE

304.01 Description. This work shall consist of a foundation course of selected material, placed and compacted as a subbase on a prepared subgrade, in accordance with 105.03.

MATERIALS

10 **304.02 Materials.** The material used may be crushed stone, crushed or uncrushed gravel, air-cooled blast furnace slag, or granulated blast furnace slag in accordance with 303.

CONSTRUCTION REQUIREMENTS

304.03 Subgrade Preparation. Subgrade on which subbase material is to be placed shall be prepared in accordance with 207.

20 **304.04 Spreading.** If the required thickness of the subbase exceeds 175 mm (7 in.), the material shall be placed in two or more layers as directed. If spreading devices are used which will ensure proper depth and alignment, forms will not be required. Otherwise, forms shall be used. Forms shall be of wood or steel, adequate in depth, straight, of uniform dimensions, and equipped with positive means for holding their ends rigidly together and in line. Segregation shall be avoided regardless of the method used.

Traffic of any kind will not be permitted on the subbase if it causes displacement of the material or mixing with the subgrade.

30 **304.05 Compacting.** Stone, gravel, or air-cooled blast furnace slag subbase material for each lift, after being spread and shaped, shall be compacted to a minimum of 100% of maximum dry density as determined in accordance with AASHTO T 99. An approved vibrating device shall be used. It may be supplemented by a three wheel, tandem, or pneumatic tire roller in accordance with 408.03(d). Construction procedures, including sufficient wetting and number of passes of the vibrator, shall be used to ensure that the above density is attained. If the vibrating device produces unsatisfactory results it may be replaced with other compaction equipment, if approved.

40 For granulated slag subbase material, the moisture content at time of compaction shall be within the range of 10% to 22% by dry weight. If the incoming material contains less than 10% moisture, water shall be added and mixed with the material until a uniform moisture content within the specified limits is obtained. If the incoming material contains more than 22% moisture, it shall be aerated in a loose condition until a uniform moisture content within the specified limits is obtained. Otherwise, construction methods and compacting equipment for granulated slag shall be in accordance with the above requirements for other types of subbase. The minimum required density shall be 98% of that obtained on a test section built at the start of work. The compaction of this test section shall be continued for the full depth of the course being placed until there is no further appreciable increase in density as determined by the test results.

50 During construction of the project, if there is an appreciable change in gradation of the granulated slag, a new test section shall be built in order to establish a new weight for the density requirements.

In areas inaccessible to standard size compacting equipment and at bridge approaches, a single shoe vibrator or other approved compacting equipment shall be used.

60 If the subsequent courses are HMA, the subbase shall be proofrolled prior to placing the next course. The rolling shall be completed with a pneumatic tire roller in accordance with 408.03(d)3 and shall consist of two complete coverages, or as otherwise directed. All roller marks, irregularities, or failures shall be corrected as directed.

304.06 Surface Requirements. At the time a base or pavement is to be placed on subbase, the subbase shall meet the required density and the surface tolerance for subgrade as required in these specifications for the kind of base or pavement to be placed thereon.

70 **304.07 Method of Measurement.** Subbase will be measured by the cubic meter (cubic yard) based on the theoretical volume to the neat lines as shown on the plans. The accepted quantity for payment will be the quantity shown in the Schedule of Pay Items as adjusted for authorized changes. The quantity shown in the Schedule of Pay Items will be corrected if it is shown to be in error by more than 2%. The quantity

shown in the Schedule of Pay Items may be altered by the Department without the consent of the Contractor, and without an adjusted price regardless of the requirements set out in 104.02 and 109.03.

80 **304.08 Basis of Payment.** The accepted quantities of subbase will be paid for at the contract price per cubic meter (cubic yard), complete in place.

Payment will be made under:

Pay Item	Metric Pay Unit Symbol (English Pay Unit Symbol)
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Subbase.....	m3 (CYS)
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90 The costs of preparation of subgrade, compacting, water, aeration, proofrolling, subbase materials placed outside neat lines shown on the plans, and necessary incidentals shall be included in the cost of the pay item.

SECTION 305 – RECONDITIONING

305.01 Description. This work shall consist of reconditioning an existing road or an existing surface, by rubblizing and compacting, repairing, patching, widening, placing retrofitted load transfer assemblies, sealing cracks and joints, cleaning and reconditioning the ditches, shaping the shoulders, or a combination of these, in accordance with 105.03.

MATERIALS

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305.02 Materials. Materials shall be in accordance with the following:

Aggregates.....	904
Asphalt Emulsion	902.01(b)
Asphalt for Undersealing.....	612.02
Calcium Chloride	913.02
Dowel Bars.....	910.01(b)10
Joint Materials	906
Portland Cement.....	901.01(b)

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Rapid setting patch materials shall be selected from the Department's list of approved Rapid Setting Patch Materials.

Earthwork, if specified in the contract, shall be in accordance with applicable requirements of 200.

CONSTRUCTION REQUIREMENTS

30 **305.03 Repairing.** Repairing shall consist of scarifying the existing roadway within the limits shown on the plans or as directed, leveling and shaping to section, incorporation of aggregate and additives if required; compacting; shaping the shoulders, and cleaning and reconditioning the ditches as shown on the typical section.

40 If specified, the roadway shall, within designated limits, be scarified to the depth shown. The scarified material shall be uniformly mixed and spread over the roadway or roadbed as directed. The nongranular scarified material shall be pulverized so that it will pass a 50 mm (2 in.) sieve. The granular scarified material, including asphalt courses, shall be pulverized so that no piece is larger than the depth of the scarified section. All objectionable material, including large stones, sod, roots, and clods, shall be removed from the roadway section and disposed of satisfactorily.

Calcium chloride, if required, shall be incorporated uniformly in the course prior to compaction. Water may be required during the mixing operations to provide the desired moisture content needed to facilitate compaction. If asphalt additive is specified, the type and amount shall be as directed and in accordance with the applicable requirements of 405. Where specified, an aggregate course shall be constructed in accordance with 303.

50 After the scarified material has been pulverized and treated with additives, if specified, it shall be spread uniformly to the required cross section and compacted in accordance with of 402.13 or as directed. Shoulders, if so specified or shown on the typical section, shall be constructed in accordance with the applicable requirements of 208.02.

Ditches, if shown on the plans, shall be constructed in accordance with applicable requirements of 208.03. The excavated material shall be used in construction on the road or wasted as directed.

60 **305.04 Rubblizing Existing PCCP.** The existing pavement shall be rubblized with a self-contained, self-propelled resonant frequency pavement breaking unit capable of producing low amplitude, 8900 N (2000 lbf) blows at a rate of not less than 44 per s or with a self-contained, self-propelled, multiple headed, impact hammer with the heads directly adjacent to each other and the lift height of each head independently adjustable. The sequence of impacts shall be on a random basis. The unit shall be equipped with a water system to suppress dust generated by the operation.

70 The operating speed of the unit shall be such that the existing pavement is reduced into particles ranging from sand sized to pieces not exceeding 150 mm (6 in.) in the largest dimension, the majority being a nominal 25 to 50 mm (1 to 2 in.) in size. The concrete from the surface to the top of the reinforcement shall be reduced to the 25 to 50 mm (1 to 2 in.) size to the fullest extent possible. Continuous coverage, overlapped if necessary, with the breaking shoe or impact hammers shall be used. Additional passes of the resonator or multiple headed impact hammer may be required if larger sizes remain above the reinforcement.

Rubblizing shall begin at the edge of pavement and proceed to the center of the pavement. The rubblization of the first lane shall extend 150 mm (6 in.) into the adjoining lane.

80 Subsurface drains shall be installed along the edges of the pavement prior to the rubblization.

Prior to placing the HMA mixtures, the complete width of the rubblized pavement shall be compacted by means of vibratory steel wheel and pneumatic-tired rollers in the following sequence; two initial passes with a vibratory roller, two passes with a pneumatic-tired roller, and then four final passes with a vibratory roller. The last two passes shall be on the same day as the paving operations. When the multiple headed impact hammer is used, a Z-pattern steel grid vibratory roller shall be used for additional particle break-down to the satisfaction of the Engineer. This roller shall be a self-contained, self-propelled vibratory steel wheel roller with a Z-pattern grid cladding bolted to the surface of the drum.

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The rolling equipment shall be in accordance with 408.03. The vibratory roller shall be operated in the vibration mode at a speed not to exceed 1.8 m (6 ft) per s. All depressions, 25 mm (1 in.) or greater in depth from that of the immediate surrounding area, that result from the rubblizing or compaction effort shall be filled with aggregate No. 73 and struck off level with the surrounding area. Filled depressions shall be compacted with the same roller and compactive effort previously described.

100 Reinforcement in the rubblized pavement shall be left in place. However, all reinforcement exposed at the surface as a result of rubblizing or compaction operations shall be cut off below the surface and removed from the site. All loose joint fillers, expansion material, or other similar materials shall also be removed from the rubblized surface.

Except at restricted crossover and ramp crossings, traffic will not be allowed on the rubblized pavement before the HMA base or intermediate courses are in place. Rubblized material dislodged by construction traffic shall be removed from the pavement. Not more than 48 h shall elapse between rubblizing and placement of the initial HMA course. However, in the event of rain, this time limitation may be waived to allow sufficient time for the rubblized pavement to dry to the satisfaction of the Engineer. Crossover and ramp crossings shall be maintained in the same compacted state as other areas until the initial HMA course is placed.

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The preceding rubblizing operations shall be scheduled after widening or shoulder work has progressed up to the elevation of the existing pavement grade. These areas may then be utilized to support the breaking unit while the existing pavement is being rubblized. Shoulders may then be completed in conjunction with the placement of HMA pavement courses over the compacted rubblized pavement.

120 A joint shall be saw cut full depth or load transfer devices shall be severed at an existing joint on ramps or mainline where the rubblizing abuts concrete pavement which is to remain in place.

305.05 Patching Asphalt Pavement. Areas to be patched will be marked on the surface by the Engineer and all or part of the existing pavement shall be removed to the depth shown on the typical section or as directed. If it is determined that all of the existing pavement is to be removed, the patching depth shall be the greater of 225 mm (9 in.) or to the bottom of the existing asphalt material. At least a 50 mm (2 in.) vertical butt joint shall be constructed to connect the patch to the pavement that remains in place.

Existing shoulders shall be patched at the locations and to the depth shown on the plans or as otherwise directed.

Subgrade under patches shall be compacted. If the excavation for patches discloses unsuitable material at subgrade elevation, such material shall be removed. The removed area shall be backfilled with suitable material and compacted to the required elevation. An approved template shall be furnished for checking subgrade elevations in trenches. Unauthorized excavation beyond neat lines shall be replaced with suitable material and compacted. Excavation for patching will not be paid for separately but shall be included in the cost of the filling material.

The mixture shall be as set out in the Schedule of Pay Items and made in accordance with these specifications for the kind of mixture used. If the mixture is not specified, the mixture shall be in accordance with 402 for HMA Base 25.0 mm or HMA Intermediate 19.0 mm. Mixture adjustments in accordance with 904.02(a) will not apply. Mixtures will be sampled, tested, and accepted in accordance with 402.06(a) unless the mixtures are supplied in accordance with 401.08 as allowed in 402.03. When mixtures in accordance with 401.08 are supplied, all applicable requirements of 401.02 shall be met and acceptance will be in accordance with 402.06(b).

Each course shall be compacted by approved mechanical equipment such as rollers, rammers, or other acceptable means. In small inaccessible areas, hand tamping will be permitted. Rammers shall be capable of exerting a minimum compacting force equivalent to that exerted by the drive wheels of an approved three wheel roller.

A three wheel roller or a pneumatic tire roller in accordance with 408.03(d) shall be used for the final compaction of the top course. Choke aggregate size No. 23, No. 24, or No. 12 may be required on the surface of the patch to eliminate pickup.

A smooth riding surface shall be maintained on HMA patches at all times. Deformations due to traffic or other conditions shall be corrected immediately. HMA base, intermediate, or surface mixtures may be used to maintain patches. HMA mixture used for this purpose will be paid for at the contract unit price per megagram (ton) for HMA for patching. If possible, patches shall be completed during daylight hours and opened to traffic at the close of the work day. Patches that cannot be completed during the day shall be backfilled, compacted, and a temporary surface shall be placed to carry traffic during the night.

305.06 Patching PCCP or PCCP Base. Areas to be patched will be marked on the surface. Unless otherwise directed or specified, the depth of the concrete shall be 200 mm (8 in.). The surface of the concrete patch shall be at the top of the existing concrete base or concrete pavement. The existing pavement shall be removed completely from the areas to be patched. In general, all sides of a patch shall be straight. The maximum deviation from a straight line on any side shall not exceed 150 mm (6 in.). The sides of a patch shall deviate no more than 30 degrees from a right angle with the centerline. The edges shall be such that the maximum variation from the vertical shall not exceed 40 mm (1 1/2 in.). In trimming and straightening these edges it may be necessary to use hand methods. Methods and equipment used in cutting, breaking, and removal shall not cause undue breakage, excessive shattering, or spalling of the concrete to be left in place and shall be such that will prevent excessive vibration and shock from being transmitted along reinforcing steel to the adjacent pavement.

Areas to be patched shall be outlined with full depth drilled holes spaced no more than 150 mm (6 in.) apart and sawed.

The subgrade on which the patching material is to be placed shall be compacted thoroughly prior to placing the patching material.

(a) Patching with PCC. Forms shall be set for the outside edges of the existing pavement. Forms and setting shall be in accordance with the applicable provisions of 507.04(c). If a patch extends from one traffic lane into an adjacent one, forms shall be placed with the face at the line separating the lanes and the new concrete on the face side placed and finished. After the newly poured side is opened to traffic, the forms and any remainder of the old pavement shall be removed and the remaining portion of the patch shall be placed and finished. Although a joint is formed, no load transfer steel will be required.

Concrete used for concrete patches shall be in accordance with 506.03. Materials and construction requirements shall be in accordance with the applicable requirements of 500.

(b) Patching with HMA Mixture. If a rigid pavement or base is to be patched with HMA mixture, the rigid pavement, including overlay, shall be removed in accordance with 305.06, except the size of the patch shall be full lane width and of sufficient length to accommodate the compaction equipment. The depth shall be as shown on the plans. If it is determined that the rigid pavement, including any overlays, requires removal, the patching depth shall be either 300 mm (12 in.) or to the bottom of the existing rigid pavement, whichever is greater. Pavement edges shall be given a tack coat as directed. Compaction shall be in accordance with 305.05.

If only the flexible portion of a composite pavement requires patching, the patching shall be in accordance with the applicable requirements of 305.05.

The mixture shall be as set out in the proposal and made under the provisions of these specifications for the kind of mixture used. If the mixture is not specified, the material shall be in accordance with 402 for HMA Base 25.0 mm or HMA Intermediate 19.0 mm. Mixture adjustments in accordance with 904.02(a) will not apply. Mixtures

220 will be sampled, tested, and accepted in accordance with 402.06(a) unless the mixtures are supplied in accordance with 401.08 as allowed in 402.03. When mixtures in accordance with 401.08 are supplied, all applicable requirements of 401.02 shall be met and acceptance will be in accordance with 402.06(b). Surface tolerances shall be in accordance with 402.16.

230 **305.07 Retrofit Load Transfer for PCCP.** Retrofit load transfer consists of cutting slots and the placement of retrofitted dowel bar assemblies in the PCCP, parallel to the centerline of the roadway without damaging adjacent PCCP. Burrs and bumps remaining in the base of the slots after cutting shall be removed with hand or mechanical chipping hammers. Mechanical chipping equipment shall not exceed a nominal 7 kg (15 lbs) in mass (weight) and shall be operated at a maximum angle of 45 degrees from the pavement surface.

All surfaces of the slots shall be thoroughly cleaned by sand blasting and all cracks in the slots shall be sealed with a silicone sealer. The slots shall be cleaned and blown dry with compressed air.

240 Dowel bar assemblies shall be as shown on the plans. Prior to placement, the assemblies shall be coated with a bond breaking material and placed on non-metallic supports in the slots. Dowel bars shall be parallel to the pavement surface.

Rapid setting patch material shall be placed in the slots, troweled to match existing adjoining PCCP and cured in accordance with the manufacturer's recommendations.

250 Transverse contraction joints with retrofitted load transfers shall be sawed for the full lane width and sealed in accordance with 503.03(a) except the joint shall be cut in one operation. Transverse random cracks with retrofitted load transfer slots shall be routed and sealed for the full lane width in accordance with 503.05.

PCCP damaged outside the area of the slots due to Contractor's operations shall be repaired or replaced.

260 **305.08 Sealing Cracks and Joints in Asphalt Pavement.** Reflection cracks and joints, both longitudinal and transverse, as well as cracked, and alligatored areas shall be sealed using from 0.5 to 0.7 L/m² (0.10 to 0.15 gal. per sq yd) of AE-90 or AE-150 asphalt material and covered with either No. 23 or No. 24 sand. The cracks, joints, and alligatored areas shall be cleaned by blowing with compressed air or by other suitable means prior to the placing of the asphalt sealing material. The asphalt material shall be allowed to penetrate the cracks and joints in the existing surface. All surplus shall be squeegeed back and forth over the area to refill them. All excess material shall be squeegeed off the pavement. The sealed surface shall be covered with sand at the rate of approximately 2.7 kg/m² (5 lb per sq yd).

305.09 Filling Cracks and Joints in Concrete Pavement. Locations for filling cracks and joints in concrete pavement will be as directed. The cracks and joints shall be cleaned of any loose asphalt pavement or foreign materials and then filled to the level of the existing surface. Any surplus asphalt material shall be removed from the

270 pavement surface. The filler may be RS-2, AE-60, AE-90, or AE-150 in accordance with 902.01(b). If undersealing is required, the material used for filling cracks and joints may be the same material used in undersealing. The pouring temperatures shall be those as required for the respective materials.

305.10 Widening. Widening shall be as shown on the plans or as specified. The subgrade in the widened area shall be compacted in accordance with 207 prior to the placing of the widening materials. The outside face of the excavated area shall be left as nearly vertical as the nature of the material will permit and not wider than the outside limits of the widening section when forms are not used.

280 **(a) Widening with HMA Mixture.** The widened section shall consist of courses of HMA mixture as shown on the typical section or as directed. The compacted depth of each course shall not exceed three times the maximum particle size as shown on the JMF. Except for surface mixtures, the course flush with the top of the existing surface shall be compacted with a three wheel roller and a pneumatic tire roller.

Widening with QC/QA – HMA mixtures shall be in accordance with 401 except density will be accepted in accordance with 401.16(c).

290 Widening with HMA mixtures shall be in accordance with 402. Mixtures will be sampled, tested, and accepted in accordance with 402.06(a) unless the mixtures are supplied in accordance with 401.08 as allowed in 402.03. When mixtures in accordance with 401.08 are supplied, all applicable requirements of 401.02 shall be met and acceptance will be in accordance with 402.06(b).

300 **(b) Widening with PCC.** If the existing concrete base is to be widened with PCC, the concrete shall be placed directly against the existing pavement edges, which shall be free from all foreign materials. Unless otherwise provided, the widening shall be 200 mm (8 in.) in depth. The surface of the concrete widening shall be at the same elevation as the top of the existing concrete base or concrete pavement. The edges of the widening adjacent to the existing pavement shall be edged to a 19 mm (3/4 in.) radius. If forms are set for the outside edge, it shall be edged in the same manner. All joints between edges of the adjacent pavement shall be filled with an approved joint filler or sealer. Reinforcing steel will not be required unless so specified. The concrete for widening may be placed with or without forms.

Materials and construction requirements shall be in accordance with the applicable requirements of 502.

310 If the surface texture is to be a drag finish, a drag shall be used which shall consist of a seamless strip of damp burlap or cotton fabric. It shall produce a uniform surface of gritty texture after being dragged longitudinally along the full width of pavement. For pavement of 4.8 m (16 ft) or more in width, the drag shall be mounted on a bridge which travels on the forms. The dimensions of the drag shall be such that a strip of burlap or fabric at least 0.9 m (3 ft) wide is in contact with the full width of pavement surface while the drag is used. The drag shall consist of no less than two layers of burlap with the bottom layer approximately 150 mm (6 in.) wider than the

upper layer. The drag shall be maintained in such condition that the resultant surface is of uniform appearance and reasonably free from grooves over 2 mm (1/16 in.) in depth. Drags shall be maintained clean and free from encrusted mortar. Drags that cannot be cleaned shall be discarded and new drags substituted.

Smoothness shall be in accordance with the applicable requirements of 502.20 from a line 1.0 m (3 ft) out from the edge of the existing pavement being widened to the outside edge of the new widening. The new concrete adjacent to the existing pavement shall be at the same elevation as the old pavement.

Curing shall be in accordance with the applicable requirements of 504. If resurfacing is a part of the contract, the surface of the newly placed concrete shall be finally finished by dragging with wet burlap or cotton fabric or by the use of a wooden float. In lieu of curing with earth, asphalt emulsion, AE-T in accordance with 406, may be used as curing material. No traffic shall be permitted on this application until the concrete has attained its required curing, which shall be no less than 48 h.

(c) Widening with Compacted Aggregate. All or a portion of the widened area shown on the plans or as specified, shall be filled with compacted aggregate of the type shown and placed in accordance with the specifications for the material used. The lifts shall be as shown or directed. Each course shall be compacted using the equipment in accordance with 305.10(a). The pneumatic tire roller shall be used on the top lift if the course is at pavement grade.

305.11 Method of Measurement. Reconditioning will be measured as indicated below. Such measurements will include all blading of ditches and shoulders if required, the milling and pulverizing of the existing roadbed, the preparation and conservation of existing bituminous materials, excavation, the compacting of the roadbed, the finishing of the surface, and the maintenance of the complete surface if applicable.

Water will be measured by the kiloliter (1,000 gallons), by means of calibrated tanks or distributors, or by means of accurate water meters. Only that water which is used in mixing materials or ordered to keep the surface moist will be measured for payment.

Repairing will be measured by the kilometer (mile). Patching asphalt pavement will be measured by the megagram (ton) of HMA mixture used. Patching rigid pavement or base will be measured by the square meter (square yard), if cement concrete is used, or by the megagram (ton), if HMA mixture is used.

Sealing cracks and joints in asphalt pavements, filling joints and cracks in concrete pavement or base widening with HMA mixture, compacted aggregate, and HMA for patching will be measured by the megagram (ton) of material used. Cement concrete will be measured by the square meter (square yard) complete in place.

Retrofit load transfer will be measured by each dowel bar assembly installed, complete in place. Sawing and sealing of transverse joints will be measured by the meter (linear foot), complete in place.

Routing and sealing of transverse random cracks in the slots for retrofitted load transfer assemblies will not be measured.

370 Construction activities for the cutting, cleaning of the PCCP, dowel bars, dowel bar supports, dowel bar end caps, foam core board, patching material and all other incidentals will not be measured.

Rubblized PCCP will be measured by the square meter (square yard) of rubblized pavement. The quantity of filler aggregate No. 73 will be measured by the megagram (ton) of aggregate placed.

380 **305.12 Basis of Payment.** The accepted quantities of reconditioning work will be paid for as set out below for each pay item. Water will be paid for at the contract unit price per kiloliter (1,000 gallons) when specified as a pay item, complete in place.

The accepted quantities of retrofit load transfer will be paid for at the contract unit price per each assembly installed, complete in place. Sawing and sealing of transverse joints will be paid for at the contract unit price per meter (linear foot).

Rubblized PCCP will be paid for at the contract unit price per square meter (square yard) for rubblized pavement. Aggregate, No. 73 will be paid for at the contract unit price per megagram (ton) complete in place.

390 Payment will be made under:

	Pay Item	Metric Pay Unit Symbol (English Pay Unit Symbol)
	Aggregate, No. 73.....	Mg (TON)
	Cement Concrete.....	m2 (SYS)
	Compacted Aggregate for _____, _____, _____	Mg (TON)
	type size	
	Compacted Aggregate for Patching.....	Mg (TON)
	Cracks and Joints in Asphalt Pavement, Seal	Mg (TON)
	Cracks and Joints in Concrete Pavement or Base, Fill.....	Mg (TON)
400	HMA Patching for Asphalt Pavement	Mg (TON)
	HMA Patching for Rigid Pavement or Base	Mg (TON)
	HMA Patching, Temporary	Mg (TON)
	Portland Cement Concrete for Patching _____	m2 (SYS)
	pavement type	
	Repairing.....	km (MILE)
	Retrofit Load Transfer.....	EACH
	Rubblized PCCP	m2 (SYS)
	Sawing and Sealing Transverse Joints	m (LFT)
	Water for Reconditioning	kL (kGAL.)
410	Widening with Compacted Aggregate, _____, _____	Mg (TON)
	type size	
	Widening with HMA.....	Mg (TON)
	Widening with QC/QA-HMA	Mg (TON)

420 The costs of furnishing, necessary storage, hauling, and placing of all materials; pavement removal as required; temporary pavement required to carry traffic at night; HMA overlay of a concrete patch in the pavement removal area as required; choke aggregate required to eliminate pickup; disposal; excavation; preparation of subgrade; compacting; finishing; curing; and filling cracks and joints except as otherwise provided shall be included in the costs of the patching materials.

The costs of all materials, covering aggregate, milling and cleaning, and all necessary incidentals shall be included in the cost of sealing cracks and joints in asphalt pavement.

The cost of excavation and disposal of existing materials required for the widening material shall be included in the cost of the widening material.

430 The cost of cutting of slots, cleaning, dowel bars, dowel bar supports, dowel bar end caps, foam board, mortar, and curing materials shall be included in the cost of the pay item retrofit load transfer.

The cost of sawing, cleaning, sealant materials, and all incidentals shall be included in the cost of the pay item sawing and sealing transverse joints.

The cost of routing and sealing of transverse random cracks shall be included in the cost of the other pay items.

440 Replacement of pavement damaged by the Contractor's operations shall be without additional payment.

The cost of removal of pavement for patches shall be included in the pay item for the material used to repair the patches.

450 The costs of furnishing all labor, materials, and equipment necessary to rubblize, suppress dust, cut and remove exposed reinforcement, cut and remove joint fillers or similar materials, saw cutting of the pavement, severing existing joints, compacting and maintaining the compacted condition of the rubblized pavement shall be included in the cost of rubblized PCCP.

The costs of furnishing, hauling, placing, leveling, and compacting the aggregate to fill the depressions in the rubblized PCCP shall be included in the cost of aggregate, No. 73.

SECTION 306 – Blank

SECTION 307 – PORTLAND CEMENT CONCRETE BASE

307.01 Description. This work shall consist of constructing a course of PCC base on a prepared surface in accordance with 105.03.

MATERIALS

307.02 Materials. Materials shall be in accordance with the following:

10	Air-Entertaining Admixtures	912.03
	Asphalt Emulsions, AE-T	902.04(b)
	Coarse Aggregate, Class AP, Size No. 8	904.02
	Curing Materials	912.01
	Cutback Asphalts	902.01(c)
	Fine Aggregate, No. 23	904.01
	Fly Ash	901.02
	Portland Cement	901.01(b)
	Water	913.01

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CONSTRUCTION REQUIREMENTS

307.03 General Requirements. All applicable requirements of 502 will apply except as otherwise provided herein. Regardless of the placing method used, the tolerance for smoothness of the final surface shall be 5 mm (3/16 in.) instead of 3 mm (1/8 in.) in accordance with 501.20.

307.04 Joints. Unless otherwise provided, contraction and expansion joints will not be required. If required, contraction and expansion joints shall extend through the curbing, if any.

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Unless the base is poured in traffic lane widths, longitudinal joints shall, except as set out herein, be in accordance with applicable provisions of 503.03(b). If sawed joints are used, sawing shall be done before the base is opened to traffic or within seven days after the concrete is placed, whichever is earlier.

If the base is constructed in separate lanes, longitudinal joints shall be of the longitudinal construction type in accordance with 503.03(d).

307.05 Blank.

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307.06 Final Finish. Final finish shall be that produced by dragging the surface before initial set with wet burlap or by the use of approved floats.

307.07 Curing. If the contract provides for a HMA mixture to be placed on the newly constructed base, the base shall be cured with asphalt. As soon as the concrete surface has attained its initial set, it shall be covered with a uniform application of approximately 0.5 L/m² (0.10 gal. per sq yd) of AE-T, applied with a hand spray. If asphalt emulsion is used, the demulsibility and stone coating test will be waived. A distributor will not be permitted on the base while applying the material. Traffic shall not be permitted on this application until the concrete has attained its required curing, which shall be no less than 96 h, or longer if directed. Where asphalt curing is used, any tack coat which otherwise might be required shall be omitted.

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If the contract does not provide for a HMA mixture to be placed on the newly constructed base, curing shall be in accordance with 504.04.

60 **307.08 Monolithic Curb.** If monolithic curb is required, the concrete for this curb shall be the same composition as that used in the base. To ensure that the upper portion of the curbing is truly monolithic with the lower portion, the concrete for the upper portion shall be placed within 30 min after that for the lower portion. As a further aid in monolithic construction, the surface of the lower portion shall be roughened before the upper portion is placed.

If the placing of concrete for the upper portion is discontinued for more than 30 min, a bulkhead perpendicular to the subgrade shall be placed at right angles to the centerline. The curbing shall be finished to the bulkhead.

Curb forms shall be in accordance with 605.04.

70 The top of the curbing shall be floated smooth with a wooden float and the outer upper edge rounded to the required radius.

Forms shall be removed from the inside faces within 24 h after the concrete has been placed and any minor defects corrected with a one part portland cement to two parts sand mortar, applied with a wooden float. The curbing shall then be cured by one of the methods in accordance with 504.04.

80 **307.09 Method of Measurement.** Portland cement concrete base will be measured by the square meter (square yard) complete in place. The width for measurement will be the width of the pavement shown on the plans and additional widening where called for, or as otherwise directed. The length will be measured along the centerline of each roadway or ramp. Monolithic curb will be measured by the meter (linear foot).

307.10 Basis of Payment. The accepted quantities of portland cement concrete base will be paid for at the contract unit price per square meter (square yard) for portland cement concrete base. Monolithic curb will be paid for at the contract unit price per meter (linear foot) for curb, monolithic.

90 Payment will be made under:

Pay Item	Metric Pay Unit Symbol (English Pay Unit Symbol)
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Curb, Monolithic.....	m (LFT)
Portland Cement Concrete Base.....	m2 (SYS)

If PCC base is found to be deficient in thickness, price adjustments in accordance with 502.23 will be determined.

No additional payment over the contract unit contract price will be made for portland cement concrete base which has an average thickness in excess of that shown on the plans.

The costs of furnishing and placing all materials, including reinforcing steel, dowels, asphalt emulsion or cutback asphalt, and joint material, shall be included in the cost of this work.

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