

## PART 1 - GENERAL

- .1 Not Applicable.

## PART 2 - PRODUCTS

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| <u>2.1 Not Applicable</u> | .1 Not Applicable |
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## PART 3 - EXECUTION

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| <u>3.1 Preparaton</u> | .1 Prior to commencing removal operation, inspect and verify with Department Representative areas, depths and lines of asphalt concrete pavement to be removed.  |
| <u>3.2 EQUIPMENT</u>  | .1 The cold planing shall be accomplished using a cold-milling machine. The cold-milling machine shall be a self-driven rotating drum type, capable of removing asphalt 100 mm thick and at least 1200 mm wide in a single pass. Cutting depth shall be adjustable from 0 mm to 100 mm over the length of the drum. The machine shall have automatic grade control and be able to load milled material directly into trucks, or be able to windrow the material for subsequent pick-up by other equipment.   |
| <u>3.3 Removal</u>    | .1 Remove existing asphalt pavement to a constant depth of 50 mm throughout complete width of travel lanes (approximately 7.5 m), commencing at Sta. 1+850 and ending at west Park boundary. The milled material is to be placed on local gravel roads within the park boundaries, at locations as per Section 01 29 00 or as otherwise directed by the Departmental Representative.<br><br>.2 At culvert replacement locations, asphalt removal will be performed by cold milling to full width of existing |

asphalt, 15 m each side of center line of culvert, and to full depth of existing asphalt. In addition, remove a 0.6 m wide x 62.5 mm deep section at each end of the cut for the full width of the existing asphalt to serve as a key for the new asphalt surface course.

- .3 Prior to paving operations commencing a transverse butt joint must be constructed. If a transverse vertical cut is milled in the existing pavement at the limit of the work area the contractor shall immediately construct with hot mix asphalt concrete a temporary smooth 1.5 meter long taper. The temporary taper must be removed prior to paving of the milled area.
- .4 Lanes shall be completed to the same location at the end of the day's cold milling operation where it is intended to have both lanes milled.
- .5 All residue left by the cold planing process shall be removed immediately from the road. Mechanical sweeping shall be performed at the end of each day's operations. Low points in the asphalt as a result of cold planing operations, where water ponding may occur, shall have the shoulder milled for draining rainfall. Any guide rail contaminated as a result of cold planing or sweeping operations shall be cleaned to the satisfaction of the Department Representative. Any milled material that is lost over the shoulder shall be immediately retrieved and disposed of in an approved manner.
- .6 The Contractor shall dispose of residue at an approved waste disposal area provided by the Contractor at his own expense.
- .7 The contractor shall continuously maintain the work site free of pot holes and standing water and in a condition providing for a safe and efficient flow of traffic, from the time of removal, until such time as the new asphalt concrete is placed. Hot mix asphalt concrete shall be placed in the pot holes; cold mix or RAP are acceptable only as a temporary repair. Areas cold milled must be paved within 7 days of the cold milling operation. Signage indicating the driving condition of the milled surface shall be posted. (i.e. Construction Signs TC-47 and TC-49). Milled and aged asphalt concrete surfaces shall be treated with bituminous tack coat in accordance with Section 32 12 13.16 prior to the placing of asphalt concrete.
- .8 Use equipment and methods of removal and hauling which do not tear, gouge, break or otherwise damage or disturb underlying pavement.

- .9 Prevent contamination of removed asphalt concrete pavement and granular base by topsoil, underlying gravel or other materials.
- .10 Provide for suppression of dust generated by removal process.
- .11 Compact underlying material.
- .12 In areas where localized pavement removal is carried out within the traffic lane ensure traffic is restricted from area until the surface is restored.

### 3.4 Spreading Equipment

- .1 Graders shall be used which are capable of spreading the milled asphalt true to line, grade and crown (2%) as specified and as directed by the Departmental Representative.
- .2 The milled material shall be placed in uniform layers such that the thickness of the compacted layer does not exceed 150 mm.

### 3.5 Rollers

- .1 All rollers used for placement of the milled material shall be of the types specifically designed for asphalt compaction and shall be in good condition and capable of reversing without backlash. They should be operated at all times by competent and experienced operators.
- .2 All rollers shall be weighted in the presence of the Departmental Representative and ballasted, if required, immediately before commencing work and whenever subsequently required by the Departmental Representative.
- .3 Sufficient passes should be made with rollers to stabilize and compact the milled asphalt to the satisfaction of the Departmental Representative. The milled material must be compacted immediately after placing.

### 3.6 Tolerance

- .1 Compacted surface shall be within plus or minus 5 mm of elevations established by the Departmental Representative, but not uniformly high or uniformly low.

### 3.7 Traffic Control

- .1 Maintain at least one lane of traffic at construction sites at all times, and two (2) lanes as indicated in Section 01 10 10, item 1.19.6, of this document.