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- 1.1 DESCRIPTION .1 This section covers the full depth pavement removal of existing asphalt within the project limits for the trenching areas to remove the buried fuel line.
- 1.2 REFERENCES .1 To New Brunswick Department of Transport Standard Specifications.
- 1.3 SUBMISSION OF MIX DESIGN .1 Samples of aggregate for mix design shall derived from stockpiles not less than 1000 tonnes of each of fine and course aggregate.
- .2 The Contractor will submit, in writing, asphalt concrete mix design and trial mix test results to Departmental Representative for review.
- 1.4 MEASUREMENT AND PAYMENT .1 All costs for the work described in this section are included in lump sum bid for the over-all work.
- 2.1 NOT APPLICABLE .1 Not applicable
- 3.1 PREPARATION .1 Prior to commencing removal operation, inspect and verify with Departmental Representative areas, depth and lines of asphalt concrete to be removed.
- .2 For full depth pavement removal cut existing pavement vertically to full depth of asphalt surface.

3.2 REMOVAL

- .1 Remove existing asphalt pavement to top of existing granular base and dispose of materials outside of Institution boundaries.
- .2 Use equipment and methods of removal and hauling which do not tear, gouge, break or otherwise damage or disturb underlying pavement.
- .3 Prevent contamination of removed asphalt concrete pavement and granular base by topsoil, underlying gravel or other materials.
- .4 Provide for suppression of dust generated by removal process.
- .5 Compact underlying material.
- .6 In areas where pavement removal is carried out within the traffic lane ensure traffic is restricted form area until the surface is restored.
- .7 Schedule work so that asphalt concrete reinstatement is complete as soon as possible after the buried fuel line is removed and to reduce risk of failure of the adjacent existing asphalt.

3.3 TOLERANCE

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



- 2.1 MATERIALS
- .1 To New Brunswick Department of Transportation Standard Specifications.
  - .2 Reinststate Asphalt Concrete and Base Gravel Trench Cuts with the following thickness:
    - .1 Sub-Base Gravel - 75 mm minus - 300 mm thick.
    - .2 Base Gravel - 25 mm minus - 150 mm thick.
    - .3 Asphalt Concrete - Base Type C - 16 mm minus - 75 mm thick.
    - .4 Asphalt Concrete - Finish - Type D - 12.5 mm minus 50 mm thick.
  - .3 Reinststate gravel roadways and gravel surface trench cuts with gravels as per:
    - .1 Sub-Base Gravel - 75mm minus - 300 mm thick.
    - .2 Base Gravel - 25 mm minus - 150 mm thick.
- 3.1 PLACING
- .1 To New Brunswick Department of Transportation Standard Specifications for placement of roadway gravels and asphalt concrete.
- 3.2 COMPACTION
- .1 To New Brunswick Department of Transportation Standards.
- 3.3 JOINTS
- .1 General:
    - .1 Trim vertical face to provide true surface and cross section against which new pavement may be laid. Remove loose particles.
    - .2 Paint joint surface with coat of tack emulsified asphalt cement or preheat joint face with approved heater, prior to placing of fresh asphalt concrete.
    - .3 Overlap previously laid strip with

- spreader by 100 mm.
  - .4 Rake fresh asphalt concrete against joint and thoroughly tamp and roll.
  - .5 Remove surplus material from the surface of previously laid strip. Dispose of surplus material as directed by Departmental Representative.
  - .6 Do not throw surplus material on freshly screened mat surface.
- .2 Traverse Joints:
- .1 Carefully construct and thoroughly compact traverse joints to provide smooth riding surface.
  - .2 Hold traverse joints to a minimum. When paving single width and maintaining traffic, construct one lane no farther than one-half total paving day.
  - .3 Stagger joint locations 1.5 to 3.0 meters. Schedule each day's paving operation to terminate adjacent lanes in any one area within above specified joint location.
  - .4 Offset transverse joint in succeeding course by at least 600 mm.
- .3 Longitudinal Joints:
- .1 Before rolling, carefully remove with a lute or rake and discard coarse aggregate in asphalt concrete overlapping joint.
  - .2 Roll longitudinal joints directly behind paving operation.
  - .3 When rolling with static roller, shift roller over onto previously placed lane in order that no more than 150 mm of roll rides on edge of newly laid lane, then operate roller to pinch and press fines gradually across joint. Continue rolling until a thoroughly compacted

- neat joint is obtained.
- .4 When rolling with vibratory roller, have most of drum width ride on newly placed lane with remaining 100 to 150 mm extending onto previously placed and compacted lane.
  - .5 When abutting lane is not placed in same day, or when joint is distorted during day's work by traffic or other means, carefully trim edge of lane to line and paint thin coating of asphalt before abutting lane is placed.
  - .6 Ensure joints are offset at least 150 to 200 mm from those lower layers.

- 3.4 FINISH TOLERANCES
- .1 Finish asphalt concrete to be within 6 mm of design elevation but not uniformly high to low.
  - .2 Finish asphalt concrete not to have irregularities exceeding 6 mm when checked with a 3 m straight edge placed in any direction.

- 3.5 DEFECTIVE WORK
- .1 Correct irregularities which develop before completion of rolling by loosening surface mix and removing or adding material as required. If irregularities or defects remain after final compaction, remove surface course promptly and lay new material to form true and even surface and compact immediately to specified density.
  - .2 Repair areas showing checking or rippling.
  - .3 Adjust roller operation and screed settings on paver to prevent further defects such as rippling and checking of pavement.