

Part 1 General

1.1 SUMMARY

- .1 Section includes descriptions for demolishing and removing of asphalt paving identified in whole or in part as required by scope of work.

1.2 MEASUREMENT FOR PAYMENT

- .1 Removal of existing asphalt and pavement by milling, to variable depths will be measured and paid by square meter. The unit price shall include operations involved in survey, layout, saw cutting, milling, removing, loading, hauling, stockpiling, removing all loose material from the milled surface and cleaning.
- .2 No measurement for payment will be made for saw cutting required to complete the removal Work.
- .3 No measurement for payment will be made for the removal of temporary asphalt ramps.
- .4 Asphalt millings is to be stockpiled on site or placed along the Runway 15-33 and Taxiway A shoulders.

Part 2 Products

- .1 Not Used.

Part 3 Execution

3.1 PREPARATION

- .1 Prior to beginning removal operation, inspect and verify with Departmental Representative areas, depths and lines of asphalt pavement to be removed.
- .2 Saw cut limits of entire pavement repair area at limits of milling operation as required and as indicated on Drawings.

3.2 EQUIPMENT

- .1 Use cold milling, planning or grinding equipment with automatic grade controls and be capable of removing part of pavement surface to depths or grades indicated on the Drawings.
- .2 The cold milling machines shall be equipped with dual grade control systems capable of automatically maintaining the milling elevation, slope and profile to within the specified tolerances. An effective GPS, laser or ultrasonic grade control system shall be automatically actuated from either a fixed or travelling reference line (non-contact beam, fixed or travelling string line with a ski length of at least 12 m) or surface through a system of mechanical sensors or sensor-directed mechanisms or devices which will maintain the equipment/machine at a predetermined transverse slope and at the proper elevation to obtain the required surface.

3.3 REMOVAL BY COLD MILLING

- .1 Remove existing pavement to lines and grades required to meet the intermediate or finished pavement surface elevations and slopes indicated on drawings within specified tolerances as follows:
 - .1 Mill pavement to uniform depth or variable depth within designated areas shown on the Drawings and as indicated by the Departmental Representative. . Variable depth milling operations shall require an automatic grade control device to maintain desired depth, uniform transverse and longitudinal slopes.
 - .2 Remove any loosely bonded asphalt concrete remaining after milling.
 - .3 Milled materials re-used for shoulder grading shall have maximum 25 mm particle size.
 - .4 Prevent contamination of removed asphalt and concrete pavement with other materials.
 - .5 Provide for suppression of dust generated by removal process.

3.4 DISPOSAL OF MATERIAL

- .1 Stockpile asphalt millings in designated stockpile location as shown on the Drawings and as indicated by the Departmental Representative. .Separate waste materials for reuse.
- .2 Haul, place and compact asphalt millings along the Runway 15-33 and Taxiway A shoulders as shown on Drawings.

3.5 SWEEPING

- .1 Directly following milling, thoroughly clear remaining asphalt or concrete pavement surfaces of dust, dirt and debris resulting from removal operations using vacuum type street cleaning machines.

3.6 FINISH TOLERANCES

- .1 Finished surfaces in areas where asphalt pavement has been removed within +/-5 mm of grade specified but not uniformly high or low.

END OF SECTION