



placement.

No adjustment in the contract price for HMA pavement base repairs shall be made if Portland concrete cement (PCC) or paving fabric is encountered above designated excavation depth. Any work related to removal of PCC to subgrade, if required, including backfilling to below the designated depth, shall be measured and paid on the same basis as "8-Inch Hot Mix Asphalt Base Repair".

No adjustment in the contract unit prices for HMA pavement base repairs shall be made for increases or decreases of more than 25 percent of the quantities.

C. 10-Inch Hot Mix Asphalt Base Repair

Payment for hot mix asphalt (HMA) pavement base repairs to depth of 10 inches will be payable under "10-Inch HMA Base Repair" unit price bid item. Payment shall be measured and paid for at contract price per square foot and shall include full compensation for furnishing transportation, labor, materials, tools, equipment, and incidentals to do all the work involved including sawcutting and excavation, grinding, removal and disposal of paving with paving fabric in it, compaction, tack coat, asphalt concrete, and asphalt concrete pavement placement.

No adjustment in the contract price for HMA pavement base repairs shall be made if Portland concrete cement (PCC) or paving fabric is encountered above designated excavation depth. Any work related to removal of PCC to subgrade, if required, including backfilling to below the designated depth, shall be measured and paid on the same basis as "10-Inch Hot Mix Asphalt Base Repair".

No adjustment in the contract unit prices for HMA pavement base repairs shall be made for increases or decreases of more than 25 percent of the quantities.

## 1.4 REFERENCES

A. State of California Department of Transportation Standard Specifications (SS):

Section 39	Hot Mix Asphalt
Subsection 39-1.02	Materials
Subsection 39-1.03	Hot Mix Asphalt Mix Design Requirements
Subsection 39-2	Standard Construction Process

## PART 2 PRODUCTS

### 2.1 MATERIALS

- A. The grade of asphalt binder mixed with aggregate for HMA Type A must be PG 64-10. The aggregate for HMA Type A must comply with the 1/2" grading for overlay, 3/4" grading for the base repair areas, and 3/8" grading for leveling course.

- B. HMA Type A and tack coat must in conformance with SS Section 39-1, "Materials", and with POLYMER MODIFIED SLURRY SEAL Section.
- C. Mix design for HMA Type and tack coat must in conformance with SS Section 39-1.03, "Hot Mix Asphalt Mix Design Requirements".

## **PART 3 EXECUTION**

### **3.1 GENERAL**

- A. Conform with SS Section 39-2, "Standard Construction Process".
- B. Subgrade and base material shall be compacted to 95 percent relative compaction.
- C. The exact location of the base failure areas will be marked in the field by the Engineer. The minimum width and length of base repair shall be 4 feet wide.
- D. Prior to start of excavation on each area of digout (base repair), Contractor and Engineer shall agree upon the square footage of the work to be performed and paid for.
- E. The edges of the removal areas shall be neatly and cleanly cut prior to excavation. Cutting shall be by sawcutting or as approved by the Engineers. Cold planning is an acceptable and preferred method for digout removals
- F. Use of jackhammers or other types of pneumatic tools will not be allowed for base repair excavation.
- G. The road surfacing to remain shall not be damaged in any way. However, no additional compensation will be included for grinding and removals outside of the marked failed areas designated by the engineer to be removed.
- H. A tack coat of Grade SS-1h Emulsified asphalt or PG 64-10 paving asphalt shall be applied to all surfaces prior to placement of new asphalt concrete.
- I. All excavated areas for digouts (base repair) shall be re-compacted and filled during the same day that the excavation is performed. No excavated area will be permitted to remain unfilled overnight.
- J. HMA plug (base repair) shall be placed in multiple lifts. Each lift shall not be less than 1 ½ inches and shall not be greater than 4 inches.
- K. In base repair areas where Portland cement concrete (PCC) is encountered above six (6) inches in depth, the Contractor shall place the asphalt concrete over the PCC if the PCC is stable and has no significant cracking. If there is a significant cracking or deformation of the PCC that indicated base failure the

Contractor shall remove the PCC to subgrade. Method of removal shall be by jack hammering or as approved by the Engineer. Upon removal, subgrade shall be compacted to 95 relative compaction. If base is excavated beyond the specified plane, replace it with HMA at contractor's expense.

- L. Refer to Subsection Unsuitable Material of BASIC SITE MATERIALS AND METHODS Section for additional excavation due to the potential existence of unstable base
- M. The existing asphalt concrete pavement may have pavement reinforcing fabric in it. All grindings and waste material, including existing pavement reinforcing fabric shall be disposed of outside the City right-of-way at the Contractor's expense. No waste material shall be stockpiled in the City right-of way or adjacent to the project sites.

-END OF SECTION-