
DIVISION 02 – CITY OF NORTH
BATTLEFORD SPECIFICATIONS

Contract 5 – Downtown Lanes

Project Codes: 198332

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1 GENERAL

1.1 WORK INCLUDED

This section refers to earthwork, sub-grade preparation, and general site grading.

1.2 RELATED WORK SPECIFIED IN OTHER SECTIONS

- Section 01100 - Site Clearing and Grubbing
- Section 01210 - Stripping and Respreading
- Section 01223 – Trenching
- Section 01230 – Sub-grade Preparation
- Section 01240 – Backfilling
- Section 02200 – Granular Base and Sub Base
- Section 04210 – Sidewalk Construction
- Section 04225 – Extruded Concrete

1.3 REGULATIONS

- .1 Abide by the by-laws and regulations of the province, territory or municipality in which the work is located with regard to stream crossing diversions or alterations to drainage patterns.
- .2 Obtain permission from the Local or Highway Authority for haul routes, and abide by the regulations with respect to their maintenance.

1.4 TESTING

1.4.1 Density Testing by the Owner

- .1 The Owner may engage a CSA certified testing company to confirm the compliance to the specifications.
- .2 The Contractor shall allow access and provide material for all tests by the Owners testing agency.
- .3 The testing company is only authorized to report results of the tests and is not authorized to approve the construction.
- .4 Testing frequency will be a minimum of one test for every 400m² of surface area.

1.4.2 Re-testing of Failed Areas

Re-testing due to failure to meet density requirements will be the responsibility of the Contractor and the Owner will deduct the costs of re-tests from monies owed to the Contractor.

1.4.3 Reworking of Failed Areas

Reworking of failed areas shall be in accordance with this section. Any reworking of failed areas is considered incidental work. No additional claim will be paid by the Owner for reworking of failed areas.

2 PRODUCTS

2.1 COMMON EXCAVATION

- .1 Common excavation shall be approved material from site grading, or material from approved borrow pits.
- .2 The Contractor shall strip the overburden from any borrow pit.
- .3 Borrow pits shall be left in a neat and uniform condition, to the grades set by the Engineer.

2.2 ROCK EXCAVATION

- .1 Rock is defined as:
 - any material that will require for its removal drilling, blasting or breaking up with power operated hand tools;
 - a single boulder(s), or pieces of concrete or masonry with a volume in excess of 0.5 m³.

3 EXECUTION

3.1 INSPECTION OF MATERIALS

- .1 Obtain Engineer's approval prior to use of any embankment material in the field.
- .2 Preliminary approval of material does not constitute general acceptance.
- .3 Final acceptance of embankment material shall depend on field test results and performance in place.
- .4 Remove any rejected material off site at no cost to Owner.

3.2 PREPARATION OF SITE

Stripping of top soil and site clearing work must be complete before commencement of any grading.

3.3 GRADING PROCEDURES

3.3.1 Excavation

- .1 Excavate excess materials to the required grade, elevations and cross-sections as shown on the drawings or as directed by the Engineer.
- .2 Load, haul or dump approved selected excavated materials to areas where embankments are to be constructed.
- .3 Load, haul dump and grade excavated material unsuitable for embankment construction in disposal/stockpile areas as per the Contractor's Waste Management Plan or as directed by the Engineer.
- .4 Maintain the roadway crown adequate for drainage during grading.

3.3.2 Embankments

- .1 Areas to be filled shall be scarified to a depth of 150mm before fill is placed.

- .2 Use one of the following to construct embankments and for replacing unsuitable materials in the sub-grade and in utility trenches or as instructed by the Engineer in the field:
 - common excavation
 - common borrow
- .3 Schedule work to utilize the common excavation material completely.
- .4 Obtain the Engineer's approval with respect to the existing ground prior to constructing embankments.
- .5 Provide, deposit, shape and compact accepted approved material to embankment.
- .6 Where embankments are to be made on hill sides, or where a new fill is to be applied upon an existing embankment, the slopes of the original ground or embankment (except rock embankment) shall be terraced or stepped by approved means before filling is commenced.
- .7 Spread fill material in 200mm lifts (uncompacted) over the width of the trench, each lift compacted to a minimum of 98% of the Standard Proctor maximum dry density and moisture conditioned to between $\pm 2\%$ of optimum moisture content as determined by ASTM D698, Test Methods for Moisture Density Relations of Soil and Soil Aggregate Mixtures.
- .8 In the event that the embankment material is too wet to obtain specified density, thoroughly work the material until the optimum moisture content is reached uniformly throughout.
- .9 Shape, trim and roll to grade, elevations and cross-sections as shown on the drawings.

3.3.3 Finishing

- .1 Final surfaces shall be reasonably smooth and uniform, free from lumps, loose earth, stones and debris.
- .2 Grades shall be within 150mm of design grades.

3.3.4 Utilities and Appurtenances

- .1 Locate, protect and adequately mark all utilities and appurtenances including manholes, catch basins, valves and hydrants.
- .2 Manholes, catch basins and valves shall be accurately adjusted to 10mm - 15mm below the finished grade line and elevation of the finished road surface or ground design grade.

END OF SECTION 01224

1 GENERAL

1.1 DESCRIPTION

- .1 This section refers to the sub-grade construction of the roadways.
- .2 Sub-grade construction shall include scarifying, moisture conditioning, compacting and fine grading.
- .3 All the above to be carried out in accordance with these specification and the lines, grades and dimensions shown on the drawings.

1.2 RELATED WORK SPECIFIED IN OTHER SECTIONS

- Section 02200 – Granular Base/Sub Base Preparation.

1.3 DEFINITIONS

- .1 Sub-grade elevation: elevation immediately below the granular sub base structure.

2 PRODUCTS

2.1 MATERIALS

- .1 Fill materials require approval by the Engineer.
- .2 Fill Material – fill materials, where required, shall be free of stones larger than 150mm, clods, sticks, roots, concrete, any toxic materials (e.g. salt, oil, etc.) and other objects, extraneous matter and debris. These materials shall be removed from the site and disposed of. Disposal locations for fill containing any of the above materials shall be approved by the Engineer.
- .3 Imported granular material shall be well graded, select, pit-run or crushed gravel and shall contain no organic or other deleterious substances. It shall be graded as per Clause 2.1 of Section 02200.
- .4 The synthetic filter fabric shall consist of durable, permeable, woven, polypropylene fabric composed of continuous synthetic filaments with typical properties as follows:

Puncture Strength	420 N
Tensile Grab Strength	890 N
Trapezoidal Tear Strength	400 N
Mullen Burst Strength	2,900 kPa

3 EXECUTION

3.1 EQUIPMENT

- .1 All proposed routes for hauling equipment must be approved by the appropriate road authority prior to commencement of the work. Rubber tired motor scrapers shall not be used to haul over improved streets. When any travelled roadway is being entered or crossed by hauling equipment, traffic must be controlled as per Section 01.111.00.
- .2 Trucks must be loaded in such a manner that no spillage occurs, and care must be taken to prevent dragging construction materials onto improved streets.

- .3 Trucks must follow applicable cargo securement requirements as per the Highway Traffic Act.
- .1 Haul routes must be kept clear and free from dust by grading and sprinkling with moisture whenever, in the opinion of the Engineer, conditions warrant this treatment.
- .2 All excavating and hauling equipment must be equipped with suitable muffling systems.

3.2 RESERVATION OF MATERIAL

- .1 Whenever gravel, sand, topsoil, or any other material suitable for special use is encountered, it shall be deemed to be the property of the Owner and shall be used as fill or any special purpose, or otherwise disposed of as directed by the Engineer.
- .2 Where layers of gravel, or gravelly mixtures are encountered they shall be excavated separately from other excavation, and shall be stockpiled, or incorporated into the work as base or subbase material, or otherwise disposed of as directed by the Engineer.

3.3 UNSTABLE SUB-GRADE

- .1 Where the sub-grade is un-stable, or where it contains materials such as ashes, cinders, refuse, vegetable or organic material, the Contractor shall excavate such material to the width, depth (minimum 300 mm) and length ordered by the Engineer and dispose of the material as directed. The sub-grade shall then be made by backfilling with approved native material or imported granular material as per Section 02200 clause 2.1. Material shall be placed in successive layers as directed by the Engineer and compacted to a minimum of 98% Standard Proctor maximum dry density at $\pm 2\%$ of the optimum moisture content as determined by ASTM D698.

3.4 SUB-GRADE PREPARATION

- .1 The sub-grade shall be scarified to a depth of 150 mm and compacted to a minimum of 98% Standard Proctor maximum dry density at $\pm 2\%$ of the optimum moisture content as determined by ASTM D698, over the full width of the cross-section. The material shall be worked to ensure as much uniformity as possible.
- .2 Shape and roll alternately to obtain a smooth, even and uniformly compacted sub-grade.
- .3 Apply water as necessary during compacting to obtain specified density. If the material is excessively moist, aerate by scarifying with suitable equipment until moisture content is correct.
- .4 In areas not accessible to rolling equipment, compact to the specified density with approved mechanical tampers.

3.5 ALLOWABLE TOLERANCES

- .1 The finished sub-grade shall be within 30 mm vertically and 150 mm horizontally, but not uniformly high or low.

- .2 Correct surface irregularities by loosening and adding or removing material until the surface is within the specified tolerances.

3.6 TESTING

- .1 The Owner may engage a CSA certified testing company to confirm the compliance to the specifications.
- .2 The Contractor shall allow access and provide material for all tests by the Owners testing agency.
- .3 The testing company is only authorized to report results of the tests and is not authorized to approve the construction.
- .4 Density Tests shall be performed at a minimum frequency of 1 Test per 400 square meters.
- .5 When required by the Engineer the Contractor shall supply and operate a loaded test vehicle with a minimum of 18,200 Kg. (gross vehicle weight) to test the sub-grade for rutting, weaving and soft spots. Where proof rolling indicates areas that are defective, the Contractor shall remove and replace the material with suitable compacted material. Proof rolling shall be considered incidental to the sub-grade construction.
- .6 Construction or material not meeting the specifications will not be accepted.

3.7 MAINTENANCE

- .1 Maintain finished sub-grade in a condition conforming to this section until succeeding material is applied or until acceptance.

END OF SECTION 01230

1 GENERAL

1.1 DESCRIPTION

- .1 The following specifications apply to compaction of all water, sewer (storm and domestic) service cuts, repairs, replacements, main breaks, extensions, etc. and all shallow utility cuts by utility companies.
- .2 A trench cut is defined as that portion of any excavation extending from within 300 mm below the pipe to the finished sub-grade surface.

1.2 RELATED WORK SPECIFIED IN OTHER SECTIONS

- Section 01100 - Clearing and Grubbing
- Section 01210 - Stripping and Respreading
- Section 01223 – Trenching
- Section 06600 - Pressure Pipe
- Section 06720 – Sewer-Gravity Pipe
- Section 06722 – Manholes, Vaults and Catch Basins

1.3 REGULATIONS

- .1 Abide by the by-laws and regulations of the Province, Territory or Municipality in which the work is located, and abide by the laws and regulations with regard to stream crossings, fire regulations and public safety.
- .2 Perform work under observation of Safety Regulations of the Occupational Health and Safety Act.

2 PRODUCTS

2.1 BACKFILL MATERIALS

2.1.1 NATIVE BACKFILL

- .1 Selected material from excavation approved by the Engineer for the intended use, unfrozen and free from rocks larger than 75 mm, cinders, ashes, sods, refuse or other deleterious materials.

2.1.2 NON SHRINK BACKFILL

- .1 Low strength concrete (fillcrete):
 - Compressive Strength of 0.2 MPa to 0.5 MPa.
 - Maximum compressive strength shall not exceed 0.5 MPa in 56 days.
- .2 Slump Requirements:
 - Minimum Slump – 75 mm
 - Maximum Slump – 125 mm
- .3 Admixtures:
 - .1 Calcium Chloride may be used.

- .2 Air entrainment 4 – 7 %.

.4 Aggregate Gradation:

Sieve Size	Percent Passing
10 mm	100
5 mm	95 – 100
2.5 mm	80 – 100
1.25 mm	50 – 100
630 um	25 – 65
315 um	10 – 35
160 um	2 – 5
80 um	0 - 10

2.1.3 GRANULAR BACKFILL

- .1 Gradation to be within the following limits when tested to ASTM C-117 with sieve sizes to CAN/CGSBD 8-GP-2M rather than ASTM E11, and to have a smooth curve without sharp breaks when plotted on a semi-log grading chart.

Sieve Size (microns)	Percent Passing By Weight
20 000	100
16 000	84 - 94
10 000	63 – 86
5 000	40 – 67
1 250	20 – 43
630	14 – 34
315	9 – 26
160	5 – 18
80	2 - 10

3 EXECUTION

3.1 GENERAL

- .1 Requirements apply to the full width of the right-of-way with the exception of the boundary area from the property line up to one (1) meter from the constructed or designed surface installation.

3.2 SITE PREPARATION

- .1 The Contractor at his own expense shall clear and broom clean the surface of the pavement as may be necessary for full width and length of the work area and shall dispose of all refuse in a manner satisfactory to the Engineer.

3.3 BACKFILL AND COMPACTING

- .1 Do not proceed with backfilling operations until Engineer has inspected and approved installations.
- .2 Prior to backfilling, the excavation shall be completely free of debris, ponding water or drifted snow.
- .3 Place suitable backfill material in uniform layers not exceeding 300mm uncompacted thickness up to grades indicated. Compact each layer before placing succeeding layer.
- .4 Fill materials shall be moisture conditioned, by drying or by adding water, to obtain an in-place moisture content $\pm 2\%$ of the optimum moisture content.
- .5 Compact each lift throughout its entirety to the following:
 - Pipe or Cable Zone - 300 mm below to 300 mm above the pipe or cable zone to a minimum of 95% of Standard Proctor maximum dry density.
 - Avoid contact between the pipe and the compaction equipment.
 - Compaction in the haunch area is to be obtained by use of mechanical tampers or tamping bars.
 - Mechanical tampers shall not be used directly above the pipe until a minimum of 300 mm of backfill material is in place above the top of the pipe.
 - Roller compacting equipment is not to be used until a minimum of 500 mm of backfill material is in place above the top of the pipe.
 - A hydro-hammer is not to be used until a minimum of 1000 mm of backfill material is in place above the top of the pipe.
 - Above Pipe or Cable Zone to the finished elevation – to a minimum of 98% of Standard Proctor maximum dry density.
- .6 Backfilling around installations:
 - Place bedding and surround material as specified.
 - Do not backfill around or over cast in place concrete within 24 hours of placing.
 - Place layers simultaneously on all sides of installed work to equalize loading.
- .7 When soils removed from any trench appear unsuitable for replacement in the trench due to excessive moisture content, or for any other reason and suitable material is not available on site, the trench shall be backfilled with granular material or non-shrinkable backfill with prior written approval by the Engineer. Under no circumstances shall frozen material be used for backfill.
- .8 In landscaped areas place native backfill to 300mm below the finished grade to allow for topsoil placement.

- .9 On existing paved streets and lanes, or existing graveled streets and lanes native backfill shall be brought up to the existing sub-grade only. The final 150 mm depth of the sub-grade shall be compacted and moisture conditioned in accordance with Section 01230.
- .10 On existing paved streets and lanes, or existing graveled streets and lanes the base structures shall be rebuilt with specified granular sub base and base materials shall be in accordance with Section 02200. Compaction of the base granular base structures shall be in accordance with Section 02200.
- .11 On existing paved streets and paved lanes, asphalt shall be replaced in accordance with Section 03140 Asphalt Concrete.

3.4 WINTER COMPACTION

- .1 Winter compaction is permitted only if agreed to in writing by the Engineer.
- .2 During these portions of the year, when specified densities cannot be obtained due to cold weather, a minimum of 95% of Standard Proctor maximum dry density above the pipe zone will be acceptable.
- .3 If a minimum of 95% of Standard Proctor maximum dry density above the pipe zone is unobtainable, non shrink backfill is an approved alternate and recommended during winter backfill operations versus the use of native and granular materials.
- .4 Cold mix asphalt shall be used for the final surfacing of roadways during the winter months. The cold mix shall be removed and replaced with the specified hot mix asphalt in early spring. All settlements related to winter backfill operations must be repaired by the Contractor prior to placing hot mix asphalt.
- .5 Winter compaction is approved only for emergency excavation situations.

3.5 NON SHRINK BACKFILL PLACEMENT

- .1 Non shrink backfill delivered in cold weather shall conform to the requirements specified in Section 18 of CSA Standard a23.1-M04.
- .2 Non shrink backfill shall be rodded or vibrated to eliminate voids, rough areas, honeycombing and to ensure contact with the sides of the excavation.
- .3 Place materials using methods which do not lead to segregation.
- .4 Pumping of material is permitted with the approval of the Engineer.
- .5 In landscaped areas place non shrink backfill to 300 mm below the finished sub-grade to allow for topsoil placement.
- .6 Temporary plating or other means of supporting traffic loads shall be used to provide safe driving surface for traffic until pavement materials are replaced.
- .7 Protect freshly placed material from heavy rain to prevent washout.
- .8 Protect freshly placed non shrink backfill from freezing.
- .9 Allow material to cure for a period of 48 hours to ensure adequate strength.

3.6 TESTING

- .1 The Owner may engage a CSA certified testing company to confirm the compliance to the specifications.

- .2 The Contractor shall allow access and provide material for all tests by the Owners testing agency.
- .3 The testing company is only authorized to report results of the tests and is not authorized to approve the construction.
- .4 Density tests shall be representative of the entire length, width and depth of the trench backfill including around catch basins, manholes, valves and service connections.
- .5 The following is the minimum testing frequency:
 - Trenches more than 15 meters in length shall require a minimum of 3 density tests per 500 mm of trench depth per 75 m of trench length.
 - Trenches less than 15 m in length shall require a minimum of 2 density tests evenly distributed throughout the length of the trench, per 500 mm of trench depth.
 - Maintenance excavations less than 6 square meters in area shall require 1 density test per 500 mm of depth.
 - Backfill adjacent to valves, manholes, catch basins and other structures shall require a minimum of 2 density tests for every 500 mm of trench depth.
 - All sewer and water main installations within the City right-of-way are subject to continuous testing and inspection to verify compliance with current backfill and compaction specifications.
 - Inspection and testing of non shrink fill will be carried out by a CSA certified testing agency designated by the Engineer. Tests for compressive strength, slump and air entrainment shall be performed for each 50 m³ of non shrink fill placed.
 - The Engineer may determine additional testing as necessary.

3.7 PIPE PROTECTION

In all cases it will be the responsibility of the Contractor to protect the installations from damage. Any pipe, fitting, structure, etc. found damaged prior to final acceptance of the work will be replaced by the Contractor at his cost.

4 MAINTENANCE AND WARRANTY

4.1 GENERAL

- .6 The Contractor will be responsible for the rehabilitation costs of failures due to settlement of the backfill during the maintenance and warranty period. If any obvious major settlement occurs, the Engineer may require the trench to be re-compacted for its full depth and length.

END OF SECTION 01240

1 GENERAL

1.1 DESCRIPTION

- .1 This section specifies requirements for supply, producing, hauling, placing and compacting processed gravel or quarried stone as a granular base or sub base to lines, grade and typical cross-sections, or as otherwise directed.
- .2 Granular sub base is defined as the initial layer of granular material placed upon prepared sub-grade to form an integral part of the total pavement structure.
- .3 Granular base is defined as the layer of granular material placed upon the compacted granular sub base or prepared sub-grade to form an integral part of the total pavement structure.

1.2 RELATED SECTIONS

- Section 01230 - Sub-grade Preparation

1.3 SAMPLES

- .1 At least fourteen (14) calendar days prior to commencing work, inform the Engineer of proposed source of aggregates and provide access for sampling.

1.4 MATERIALS CERTIFICATION

- .1 Aggregates: At least fourteen (14) calendar days prior to commencing work provide:
 - .1 Test data reports representing granular base and/or granular sub base processed into stockpile. Submit one complete aggregate gradation analysis report for every 1000 tonnes of each material required for the project, or one complete analysis for each production day when production rate is less than 1000 tonnes. Include percentage of crushed coarse aggregate particles in granular base reports.
 - .2 Certification that the physical properties of the aggregates meet the requirement of this section.
 - .1 Reports and certification shall be provided by an independent testing consultant under the signature and professional seal of a qualified materials engineer.
 - .2 At least fourteen (14) calendar days prior to contemplated change in source of aggregates, provide written notification to the Engineer and provide new materials certification in accordance with the requirements of this section.

1.5 SUBMISSIONS

- .1 Granular sub base and base sources and test results shall be submitted to the Engineer for review and approval before being used.
- .2 Preliminary review of the material as represented by the test results shall not constitute general acceptance of all the material in the deposit or source of supply. Materials may be considered unsuitable even though particle sizes are within the limits of gradation sizes required, if particle shapes are thin or

elongated or any other characteristic precludes satisfactory compaction, or if the material fails to provide a roadway suitable for traffic. Rejected material will not be paid for. The Engineer has the right to request additional testing if there are any concerns with the proposed aggregate.

1.6 DELIVERY AND STORAGE

- .1 Deliver and stockpile aggregates in accordance with the requirements of this section.
- .2 Stockpile minimum of fifty (50%) percent of each type of base material required before commencing to haul products to the project site.
- .3 Handle and transport products to avoid segregation, contamination and degradation.
- .4 Stockpile products in sufficient quantities to meet project schedules. When adding new products to the stockpile after removal to the project site has commenced, do not deposit material against working face of stockpile.
- .5 Separate product stockpiles by substantial dividers or stockpile far enough apart to prevent intermixing.
- .6 Reject intermixed or contaminated materials. Remove and dispose of rejected materials as directed by the Engineer within 48 hours of rejection.
- .7 Construct stockpiles in uniform lifts using trucks or rubber-tired loading equipment, being careful to avoid spillage of materials over the ends of previously place lifts. Do not use conveyors or tracked equipment in stockpile construction.
- .8 Provide a previously stabilized stockpile base or provide a compacted sand base not less than 300 mm in depth to prevent contamination. Alternatively, stockpile aggregates on the ground but do not incorporate bottom 300 m of pile into the work.

2 PRODUCTS

2.1 GRANULAR SUB BASE

- .1 Crushed stone or gravel consisting of hard, durable particles free from clay lumps, cementation, organic material, frozen material and other deleterious material.

.2 Physical properties of aggregates:

Los Angeles Abrasion, Loss, %	50 max.
Liquid Limit, %	25 max.
Plasticity Index, %	6 max.
Lightweight particles, %	5 max.
California Bearing Ratio when compacted to 100 % of ASTM D698	20 min.
Crushed Particles (1 face, plus 5 000 sieve fraction) , %	50 min.

.3 Gradation to be within the following limits when tested to ASTM C-136 and ASTM C-117 with sieve sizes to CAN/CGSBD 8-GP-2M rather than ASTM E11, and to have a smooth curve without sharp breaks when plotted on a semi-log grading chart.

Sieve Size (microns)	Percent Passing By Weight
50 000	100
25 000	66 – 90
16 000	54 – 81
10 000	45 – 73
5 000	35 – 63
1 250	22 – 45
630	17 – 38
315	13 – 30
160	9 – 20
80	4 – 10

2.2 GRANULAR BASE

.1 Crushed stone or gravel consisting of hard, durable, angular particles, free from clay lumps, cementation, organic material, frozen material and other deleterious materials.

.2 Physical properties of aggregates:

% Fracture, by weight (2 faces)	60 min.
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Los Angeles Abrasion, loss, %	45 max.
Liquid Limit, %	25 max.
Plasticity Index, %	6 max.
Lightweight particles, %	5 max.
California Bearing Ratio, when compacted to 100% of ASTM D698	80 min.

- .3 Gradation to be within the following limits when tested to ASTM C-117 with sieve sizes to CAN/CGSBD 8-GP-2M rather than ASTM E11, and to have a smooth curve without sharp breaks when plotted on a semi-log grading chart.

Sieve Size (microns)	Percent Passing By Weight
20 000	100
16 000	84 - 94
10 000	63 – 86
5 000	40 – 67
1 250	20 – 43
630	14 – 34
315	9 – 26
160	5 – 18
80	2 - 10

3 EXECUTION

3.1 GENERAL

- .1 The sub-grade shall be prepared according to the requirements of Section 01230 and to cross-sections shown on the Drawings. The Contractor shall maintain the sub-grade to the specified section, free from ruts, waves and undulations until granular sub base material is placed. The sub-grade shall be in a firm dry condition and must be approved by the Engineer before gravel is placed. The depositing of granular base or sub base on a soft, muddy or rutted sub-grade will not be permitted.

3.2 PLACING

- .1 Place material only on a clean unfrozen surface, properly shaped and compacted and free from snow and ice.
- .2 Place using methods which do not lead to segregation or degradation of aggregate. Use approved methods to create uniform windrow of material along a crown line or high side of a one-way slope.
- .3 Place material to full width in layers not exceeding 150 mm in compacted thickness.
- .4 Shape each layer to a smooth contour and compact to the specified density before a succeeding layer is placed.
- .5 Apply water as necessary during compacting to obtain specified density. If the material is excessively moist, aerate by scarifying with suitable equipment until moisture content is correct.
- .6 Remove and replace any portion of a layer in which material becomes segregated during compaction.

3.3 COMPACTING

- .1 The granular base and sub base layers shall each be compacted to a density not less than 100% of Standard Proctor maximum dry density at ± 2 % of the optimum moisture content as determined by ASTM D698 (Method C) over the full width of the cross-section.
- .2 Shape and compact alternately to obtain a smooth, even and uniformly compacted base and sub base.
- .3 Apply water as necessary during compacting to obtain specified density. If the material is excessively moist, aerate by scarifying with suitable equipment until moisture content is correct.
- .4 In areas not accessible to rolling equipment, compact to specified density with approved mechanical tampers.

3.4 ALLOWABLE TOLERANCES

- .1 Finished sub base and base surfaces shall be within ± 10 mm of established grade, but not uniformly high or low.
- .2 Correct surface irregularities by loosening and adding or removing materials until surface is within the specified tolerances.

3.5 TESTING

- .1 The Owner may engage a CSA certified testing company to confirm the compliance to the specifications.
- .2 The Contractor shall allow access and provide material for all tests by the Owners testing agency.
- .3 The testing company is only authorized to report results of the tests and is not authorized to approve the construction.
- .4 Density Tests shall be generally performed at a minimum frequency of 1 Test per 400 square meters.

- .5 When required by the Engineer the Contractor shall supply and operate a loaded test vehicle with a minimum of 18,200 Kg. (gross vehicle weight) to test the granular materials for rutting, weaving and soft spots. Where proof rolling indicates areas that are defective, the Contractor shall remove and replace the material with suitable compacted material. Proof rolling shall be considered incidental to the sub base and base construction.
- .6 Construction or material not meeting the specifications will not be accepted.

3.6 MAINTENANCE

- .1 Maintain finished sub base and base surfaces in a condition conforming to this section until succeeding material is applied or until Substantial Completion.

END OF SECTION 02200

1. GENERAL

1.1 Description

- .1 This section specifies the requirements for low-viscosity bituminous materials (emulsified asphalt) to be used in prime coats, tack coats, and fog coats, as well as associated materials.
- .2 The Work consists of supplying emulsified asphalt including ordering, scheduling, delivery, storage facilities, handling, storing, sampling, testing, placement of the emulsified asphalt on the required locations or as directed in writing by the Project Engineer, and other related items.

1.2 Related Sections

- .1 Asphalt Concrete – Section 03140.

1.3 Definitions

- .1 Acceptance is the process undertaken by the Engineer in which the available Quality Control and Quality Assurance test data is reviewed and the Work is inspected by Project Engineer to ensure that it meets the requirements of the specifications. Recommendation for acceptance may be provided by Project Engineer.
- .2 Emulsified asphalt is a suspension of minute globules of asphalt binder in water that contains a small amount of emulsifying agent.
- .3 Fog coat is an application of emulsified asphalt to seal small cracks and surface voids in existing Hot Mix Asphalt (HMA) concrete to inhibit ravelling and / or the ingress of moisture. A fog coat will only be required if, in the written opinion of the Engineer, the HMA concrete is open in texture/segregated and/or contains small surface cracks.
- .4 Prime coat is an application of emulsified asphalt which is designed to penetrate, bond, and stabilize a previously prepared granular base course or an existing absorbent surface, preparatory to placing bituminous surfacing materials or HMA concrete and is intended to promote bonding between the 2 differing materials.
- .5 Quality Assurance (QA) is the planned and systematic activities, on the part of a purchaser or owner, implemented in a quality system so that the quality requirements for a material, product or service are verified or confirmed.
- .6 Quality Control (QC) is the operational techniques and activities, on the part of a material, product or service provider, used to achieve and maintain the material, product or service to the required quality.
- .7 Sand blotter is the application of clean granular material used to absorb excess emulsified asphalt, which has failed to penetrate into the granular base course or ponded on other surfaces.
- .8 Tack coat is an application of emulsified asphalt to a previously constructed paved surface of any type or age in preparation for placing a new layer of HMA concrete and is intended to provide a thorough bond between the old and new materials.

2. PRODUCTS

- .1 All emulsified asphalts must be homogeneous and uniform in character throughout and meet the requirements indicated in the current edition of Alberta Transportation's

Standard Specification for Highway Construction, Section 5.7 Supply of Asphalt, Table ASPH-7 Specifications for Anionic Emulsified Asphalts. In the case of a discrepancy between this specification and Section 5.7 Supply of Asphalt this section will govern.

2.2 Prime Coat

- .1 The emulsified asphalt must be a Slow Setting (SS) type SS-1 diluted at a maximum of 1 part potable water added to 1 part SS-1 up to September 30. After September 30 the Contractor may use an undiluted Medium Setting (MS) type MS-1 or a Rapid Setting (RS) type RS-1.

2.3 Tack Coat

- .1 The emulsified asphalt type must be a SS-1 diluted at a maximum of 1 part potable water added to 1 part SS-1 up to September 30. After September 30 the Contractor may use an undiluted Rapid Setting (RS) type RS-1.

2.4 Fog Coat

- .1 The emulsified asphalt type may be a SS-1 or a MS-1 depending on the surface material to be sealed.

2.5 Sand Blotter

- .1 The materials for sand cover used to blot excessive emulsified asphalt must consist of clean granular aggregate material, all of which must pass a 5 000 µm sieve, be free from organic matter or other deleterious materials, and approved in writing for use by the Project Engineer.

2.6 Materials Certification

- .1 At least 3 weeks prior to commencing Work on the project, the Contractor shall submit written and signed certification, from the emulsified asphalt supplier to the Project Engineer, that the emulsified asphalt complies with these specifications. This certification must include but is not limited to:
 - a. Name of the emulsified asphalt supplier.
 - b. Source(s) of the base asphalt binder(s).
 - c. Current laboratory test results for the emulsified asphalt.

2.7 Sampling and Testing

- .1 All emulsified asphalt may be subject to inspection, sampling, and testing by the Project Engineer.
- .2 Upon written request by the Project Engineer submit supplier's most recent test data indicating that the emulsified asphalt meets requirements of this specification and the current edition of Alberta Transportation's Standard Specification for Highway Construction, Section 5.7 Supply of Asphalt, Table ASPH-7 Specifications for Anionic Emulsified Asphalts.
- .3 The Contractor must obtain representative, uncontaminated samples of each type of the emulsified asphalt delivered for use on the project for QA testing. Samples must be obtained once from every 500 tonnes of each type of emulsified asphalt delivered for use on the project. At least 1 sample of each type of emulsified asphalt must be obtained for each project, regardless of project size, unless directed otherwise, in

writing by the Project Engineer.

- .4 The QA samples must be appropriately labelled in order to identify the Contractor, emulsified asphalt supplier, project, date and time sampled, type of emulsified asphalt, and the weigh bill number of the load sampled.

2.8 Quality Control

- .1 The Contractor must have monitoring procedures in-place to provide daily “bulk” measurements of emulsified asphalt and potable water, as applicable, to verify that the maximum dilution rates indicated in 2.1.1 and 2.2.1 are not exceeded. If requested in writing by the Project Engineer, the Contractor must provide the daily bulk quantity checks within 1 working day of the HMA being placed on the project.

2.9 Quality Assurance

- .1 The Contractor must deliver the QA samples to the Project Engineer within 1 working day after they were obtained.
- .2 The Project Engineer may test random QA samples. If a tested sample indicates non-compliant emulsified asphalt, testing will occur on the QA sample taken immediately prior to and immediately after the non-compliant sample.
- .3 Acceptance or rejection of the emulsified asphalt will be based on the test results.

3. EXECUTION

3.1 Delivery and Storage

- .1 All emulsified asphalt storage facilities must be equipped with sampling valves maintained in good operating condition which are designed and located to enable representative sampling into the appropriate 1 or 2 litre containers of the emulsified asphalt. The Contractor must provide safe, convenient access, acceptable to the Project Engineer, for inspection and sampling of the emulsified asphalt, and must cooperate in the inspection and sampling process when requested to do so.
- .2 The Contractor must follow the supplier’s specified handling and storage requirements for each type of emulsified asphalt. All asphalt emulsions must be protected from freezing.
- .3 The Contractor must prevent contamination of the emulsified asphalt, by emulsified asphalt of another type, by solvent, or by any other material.
- .4 No emulsified asphalt type must be diluted or mixed with a different type, or with any other material, without the specific written approval of the Project Engineer.
- .5 Emulsified asphalt storage tanks must be emptied of one type of emulsified asphalt and cleaned as necessary to prevent detrimental contamination of the emulsified asphalt, before placing another type of emulsified asphalt therein.
- .6 Provide to the Project Engineer, upon written request, all freight and weight bills / bill of lading for emulsified asphalt binder received.

3.2 Equipment

- .1 Pressure Distributor:

- a. Designed, equipped, maintained, and operated so that the emulsified asphalt materials can be heated to a uniform temperature and can be applied uniformly on variable widths of surface up to 5 meters. The application rate must be readily determined and controlled at rates from 0.2 to 5.0 liters/square meter (L/m^2) and with an allowable variation from any specified rate not exceeding 0.1 L/m^2 .
- b. Capable of distributing emulsified asphalt material from a spray bar in a pressurized, uniform spray without atomization at the temperature required. The spray patterns made by the nozzles must result in overlap so that 3 nozzles cover any given area (except the 2 nozzles at the very end of the spray bar) to avoid streaking. Nozzles must be of the same manufacture, size, type, and must be set in the spray bar so that all nozzle slots make the same angle with the longitudinal axis of the spray bar.
- c. Capable of maintaining the spray bar, at a constant height for uniform application of the emulsified asphalt, as material is withdrawn from the reservoir tank.
- d. Equipped with a meter registering lineal meters per minute visibly located to enable the operator to maintain constant speed required for application at specified rates.
- e. Has a positive displacement pump equipped with flow meter registering liters per minute passing through the nozzles and visible to the operator of the distributor. The pump must operate by a hydraulic motor powered by the truck power unit or by a separate independent power unit.
- f. Equipped with an easily read, accurate, and sensitive device, which registers the temperature of the emulsified asphalt in the reservoir tank.
- g. Equipped with accurate volume measuring device or calibrated tank.
- h. Equipped with heating attachments and circulation or agitation capability.
- i. Has a pressurized hand wand that can be used to treat areas not readily accessible by the spray bar.
- j. Has a positive shut-off valve to prevent dripping from the spray bar or hand wand.

3.3 Application

- .1 Before application of the emulsified asphalt all loose, dirty or objectionable material must be removed from the surface by power brooming or by other methods acceptable
- .2 to the Project Engineer. Obtain Project Engineer 's written approval of existing surface before applying any emulsified asphalt.
- .3 Temperature of the emulsified asphalt is to be between 20°C and 60°C in the reservoir tank prior to application.
- .4 Upon the prepared and approved surface, the emulsified asphalt must be applied uniformly without streaking at a rate of: from 0.50 to 3.00 L/m^2 for prime coats; from
- .5 0.20 to 0.90 L/m^2 for tack coats; from 0.20 to 0.60 L/m^2 for fog coats; or as directed in writing by the Project Engineer.
- .6 The emulsified asphalt must be uniformly applied and without streaking or ponding. Joints and seams must not be excessively overlapped. Correct all areas that have not received sufficient coverage or have been damaged by traffic with the additional application of emulsified asphalt, to the written satisfaction of the Project Engineer. Immediately correct all areas of ponding or excessive emulsified asphalt by an application of a sand blotter, removal by squeegeeing or scraping, rolling with a pneumatic tired roller or other means, to the written satisfaction of the Project Engineer. If the emulsified asphalt has set remove excess material by cold milling or other means, to the written satisfaction of the Project Engineer.

- .7 Where traffic is to be maintained treat no more than 1/2 of the roadway surface at a time with emulsified asphalt.
- .8 Cover all contact surfaces of curbs, gutters, headers, manholes, water valves, and like appurtenances with a uniform coat of the same emulsified asphalt material.
- .9 Do not apply emulsified asphalt when rain is forecast within 2 hours, the weather is foggy, excessively windy or when the air temperature is less than 5°C, unless otherwise permitted in writing by the Project Engineer.
- .10 All areas and structures adjacent to the roadway must be completely protected from the emulsified asphalt application operation including any accidental spillage of emulsified asphalt. Any unnecessary spraying or splashing by emulsified asphalt of areas adjacent to the roadway Work that will be visible when placement of the HMA concrete is complete must be cleaned to the written approval of the Project Engineer. All costs related to cleaning these areas will be borne solely by the Contractor.
- .11 Traffic must not be permitted to travel on the prime coat until at least 6 hours after application or until it has completely cured. The Contractor must maintain the prime coat surface until the HMA concrete has been placed on it. Maintenance must include spreading any additional sand blotter and patching any breaks in the prime coat surface with additional emulsified asphalt.
- .12 Preferably, the emulsified asphalt prime coat should be entirely absorbed by the granular base course and therefore require no sand cover. However, if the emulsified asphalt has not been completely absorbed 6 hours after application, just sufficient sand blotter must be spread over the surface to blot up the excess emulsified asphalt and prevent it from being picked up by any traffic.
- .13 Traffic must not be permitted to travel on the tack coat or fog coat until they are completely cured. The Contractor must use flagmen, if required, and signage to control traffic until the tack coat or fog coat has completely cured.

3.4 Acceptance

- .1 The Contractor must provide emulsified asphalt, prime coats, tack coats, and fog coats conforming to the requirements of this specification and to workmanship in accordance with industry standards.
- .2 If non-compliant emulsified asphalt is identified by the Engineer, use of the non-compliant emulsified asphalt must be suspended until the Contractor, Project Engineer and Engineer can determine the impact of the non-compliance and what the necessary remedial actions to be taken by the Contractor will be. Remedial actions must be either acceptance at full payment, acceptance at a payment adjustment or rejection.
- .3 If the Contractor, Project Engineer and Engineer cannot agree on an acceptable payment adjustment for the HMA concrete affected by the non-compliant emulsified asphalt the Contractor, Project Engineer and the Engineer will jointly hire an independent third party to determine the payment adjustment.
- .4 If, in the written opinion of the Engineer, any emulsified asphalt that fails to meet the required specifications is significant enough to result in the probable unsatisfactory performance of the HMA concrete affected by the non-compliant emulsified asphalt, it will be rejected. The Contractor must remove and replace all the HMA concrete placed on the failed emulsified asphalt. Removal and replacement of the rejected HMA concrete must be at the Contractor's cost. If the Contractor disagrees and submits in

writing to the Engineer within 3 working days of receipt of notice from the Engineer that the HMA concrete is rejected, the Contractor, Project Engineer and the Engineer will jointly hire an independent third party to determine if the non-compliant emulsified asphalt will result in the probable unsatisfactory performance of the HMA concrete and its subsequent rejection.

- .5 If the Contractor, Project Engineer and the Engineer cannot agree on an independent third party, the Contractor and Engineer will each nominate an independent third party to a Panel and those two parties will select an independent third party to act as the chair of the Panel. The Panel will then determine the payment adjustment or if the HMA concrete should be rejected.
- .6 All costs for the independent third party or the Panel will be split evenly between the Contractor and the Project Engineer.
- .7 If suspended, the paving program must only recommence upon written authorization of the Engineer.
- .8 Acceptance in writing by the Engineer will only occur if there are no obvious defects just prior to the placement of HMA concrete in the case of prime coats and tack coats and upon complete curing in the case of fog coats. In addition, the required QA samples have been provided to the Engineer within the time frame specified.

END OF SECTION 03100

1 GENERAL

1.1 DESCRIPTION

- .1 This section specifies requirements for asphalt cement to be used in producing hot mix asphalt concrete paving mixtures.
- .2 The work consists of supplying asphalt materials including storage facilities, handling, storing, sampling, testing and other related work.

1.2 RELATED WORK SPECIFIED IN OTHER SECTIONS

- Asphalt Concrete - 03140

1.3 MATERIALS CERTIFICATION

- .1 At least 10 business days prior to commencing work submit current temperature viscosity chart for asphalt cement showing kinematic viscosity in mm² per sec. Over a temperature range of 105 °C to 175 °C.
- .2 Upon request submit manufacturer's test data and certification that asphalt cement meets requirements of the latest Saskatchewan Highways and Transportation Standards for supply of asphalt.

1.4 DELIVERY AND STORAGE

- .1 Provide storage facilities capable of heating the material under effective and positive control at all times, with provisions for measuring and sampling.
- .2 Provide, upon request, freight and waybills for asphalt cement shipments received.
- .3 No asphalt type or grade shall be diluted or mixed with a different type or grade, or with any other material, without the specific approval of the Engineer.
- .4 The Contractor shall prevent contamination of the asphalt, by asphalt of another type or grade, by solvent, or by any other material. Asphalt storage tank shall be emptied of one type or grade of asphalt and cleaned as necessary to prevent detrimental contamination of the asphalt, before placing another type or grade of asphalt therein. Asphalt emulsions shall be protected from freezing.
- .5 The Contractor shall provide, maintain, and reclaim asphalt storage facilities.

2 PRODUCTS

2.1 MATERIALS

2.1.1 Asphalt Cement:

- .1 The Contractor shall supply the types and grades of asphalt specified in the contract. Asphalt suppliers' products to be approved by the Engineer.
- .2 All asphalt binders shall be prepared from petroleum oils. They shall be free from impurities. Solvents used in the manufacture of cut-back asphalts shall be derived from petroleum oils. Emulsifiers used to stabilize asphalt emulsion shall not be harmful to the performance of the asphalt in service.
- .3 The Contractor shall ensure that the asphalt supplied meets all requirements for the types and grades specified. The Contractor may be required to use more than one

type or grade of asphalt for a particular purpose. Any change in asphalt type or grade must be approved by the Engineer.

3 SAMPLING AND TESTING

3.1 GENERAL

.1 All asphalt may be subject to inspection, sampling and testing by the Engineer or its designated agents. The Contractor shall provide safe, convenient access, acceptable to the Engineer, for inspection and sampling of the asphalt, and shall cooperate in the inspection and sampling process when requested to do so.

3.2 QUALITY CONTROL

.1 Quality control and quality control testing is the responsibility of the Contractor. Quality control testing shall be carried out by a qualified supplier's laboratory or a qualified testing laboratory licensed to practice in the Province of Saskatchewan.

3.3 QUALITY ASSURANCE

.1 If requested by the Engineer, the Contractor shall deliver quality assurance samples to the Engineer on the day they were sampled. The Engineer will test the quality assurance samples and will accept or reject asphalt material based on the test results.

END OF SECTION 03130

1 GENERAL

1.1 DESCRIPTION

- .1 This section specifies requirements for Performance Graded (PG) Asphalt Binder utilized in hot mix asphalt (HMA) production.
- .2 This specification describes the property criteria, and handling and storage requirements for Performance Graded Asphalt Binder.
- .3 The work includes supply of Performance Graded Asphalt Binder to the storage tanks at the HMA plant facility.
- .4 When Performance Graded Asphalt Binder is designated for use, this specification shall apply rather than Section 03130.

1.2 RELATED WORK SPECIFIED IN OTHER SECTIONS

- Asphalt Concrete - Section 03140

1.3 MATERIALS CERTIFICATION

- .1 At least 10 business days prior to commencing work submit current temperature viscosity chart for asphalt cement showing kinematic Viscosity in mm² per sec. Over a temperature range of 105 °C to 175 °C.
- .2 Upon request submit manufacturer's test data and certification that the Performance Graded Asphalt Binder meets requirements of AASHTO MP1a-04, "Standard Specification for Performance Graded Asphalt Binder".

1.4 DELIVERY AND STORAGE

- .1 Provide storage facilities capable of heating the material under effective and positive control at all times, with provisions for measuring and sampling.
- .2 Provide, upon request, freight and way bills for asphalt cement shipments received.
- .3 No asphalt type or grade shall be diluted or mixed with a different type or grade, or with any other material, without the specific approval of the Engineer.
- .4 The Contractor shall prevent contamination of the asphalt, by asphalt of another type or grade, by solvent, or by any other material. Asphalt storage tank shall be emptied of one type or grade of asphalt, and cleaned as necessary to prevent detrimental contamination of the asphalt, before placing another type or grade of asphalt therein. Asphalt emulsions shall be protected from freezing.
- .5 The Contractor shall provide, maintain and reclaim asphalt storage facilities.

2 PRODUCTS

2.1 MATERIALS

2.1.1 Asphalt Cement:

- .1 The Contractor shall supply the types and grades of asphalt specified in the contract. Asphalt suppliers' products must be pre-qualified by the Owner.
- .2 All asphalt binders shall be prepared from petroleum oils. They shall be free from impurities. Solvents used in the manufacture of cut-back asphalts shall be derived

from petroleum oils. Emulsifiers used to stabilize asphalt emulsion shall not be harmful to the performance of the asphalt in service.

- .3 The Contractor shall ensure that the asphalt supplied meets all requirements for the types and grades specified. The Contractor may be required to use more than one type or grade of asphalt for a particular purpose. Any change in asphalt type or grade must be approved by the Engineer.

3 SAMPLING AND TESTING

3.1 GENERAL

- .1 All asphalt may be subject to inspection, sampling and testing by the Engineer or its designated agents. The Contractor shall provide safe, convenient access, acceptable to the Engineer, for inspection and sampling of the asphalt, and shall cooperate in the inspection and sampling process when requested to do so.

3.2 QUALITY CONTROL

- .1 Quality control and quality control testing is the responsibility of the Contractor. Quality control testing shall be carried out by a qualified supplier's laboratory or a qualified testing laboratory licensed to practice in the Province of Saskatchewan.

3.3 QUALITY ASSURANCE

- .1 If requested by the Engineer, the Contractor shall deliver quality assurance samples to the Engineer on the day they were sampled. The Engineer will test the quality assurance samples and will accept or reject asphalt material based on the test results.

END OF SECTION 03135

1 **GENERAL**

1.1 **DESCRIPTION**

- .1 This section specifies requirements for the hot mix asphalt concrete paving.
- .2 The work includes the supply of aggregates and asphalt cement, and reclaimed asphalt pavement and liquid anti-strip where applicable; asphalt plant mixing, transporting, placement finishing, and compaction to all requirements of this specification.
- .3 The work includes all materials certification, quality control, verification and mix design testing, analysis and reporting to be completed as required in this specification.

1.2 **STANDARD MIX TYPES (FOR INFORMATION ONLY)**

Mix Type Designations and typical applications are as follows (Note: Mix Types to be selected on a project specific basis, as required by the nature of the project and quantities):

- .1 Mix Type S1 - Surfacing mix for high traffic applications, including arterial and industrial classified roadways, using either 120/150 A penetration/viscosity graded asphalt cement or Performance Grade (PG) 64-31 binder, as identified in the Tender Form.
 - PG 64-31 binder would be preferred for applications with high truck traffic and/or slower speed roadways with frequent signalized intersections.
 - 120/150 A penetration/viscosity graded asphalt cement could be utilized for low truck traffic applications and/or roadway sections with no, or few signalized intersections.
- .2 **Mix Type S2 - Surfacing mix for low to medium traffic applications, such as local and minor collector roadways, using 150/200 A penetration/viscosity graded asphalt cement.**
- .3 Mix Type B1 - Base course mix for all traffic applications using 150/200 A penetration/viscosity graded asphalt cement.
- .4 Mix Type M1 - Maintenance mix for patching, levelling course, and thin overlay of low traffic pavements, using 150/200 A penetration/viscosity graded asphalt cement.

1.3 **RELATED WORK SPECIFIED IN OTHER SECTIONS**

- Section 03130 - Asphalt Cement
- Section 03100 - Prime, Tack and Fog Coats

1.4 **DEFINITIONS**

- .1 Asphalt Concrete - Generally refers to the final HMA product in place.
- .2 End Product Specification (EPS) - A specification whereby the methods of construction are not defined. Under EPS the Engineer will monitor the Contractor's control of the process that produces the items of construction and will accept or

- reject the end product according to a specified acceptance plan. The Contractor is responsible for quality control. End product acceptance, including quality assurance is the responsibility of the Engineer.
- .3 Hot Mix Asphalt (HMA) - Generally refers to the mixture of aggregates and asphalt cement, and other additives where applicable.
 - .4 Job Mix Formula - The job mix formula (JMF) establishes the proportioning of aggregate, asphalt cement and reclaimed asphalt pavement (RAP) and/or liquid anti-strip where applicable, to be used for the production of hot mix asphalt (HMA).
 - .5 Lot - A lot is a portion of the Work being considered for acceptance, and is defined as the following:
 - Category A Projects - One day of plant production, per mix type, when the day's quantity is greater than 1000 tonne. When a day's production is less than 1000 tonne the material may be added to the previous or subsequent day(s) of production, at the Engineer's discretion. The maximum Category A lot size shall be 2000 tonne.
 - Category B Projects - The entire project quantity for each mix type.
 - At the Engineer's discretion, any portion of the Work may be deemed a Lot.
 - .6 Post-Production Quality Control - Materials and construction quality control conducted in accordance with this specification during and after plant mixing.
 - .7 Pre-Production Quality Control - Materials and process quality control conducted in accordance with this specification prior to plant mixing.
 - .8 Project Category - For the purposes of this specification, projects are to be identified in the Contract Special Provisions as Category A or Category B. Generally, Category A projects have asphalt concrete quantities greater than 2000 tonne of any one mix type and Category B projects have quantities of any one mix type less than 2000 tonne. In all cases the Special Provisions govern with respect to the applicable Project Category.
 - .9 Quality Control - Materials and process monitoring and testing conducted by, or on behalf of the Contractor.
 - .10 Quality Assurance - Acceptance testing and monitoring conducted on behalf of the Owner.

2 PRODUCTS

2.1 MATERIALS

- .1 Asphalt Cement: - to Section 03130.
- .2 Performance Graded Asphalt Binder – to Section 03135.
- .3 Aggregates:
 1. Coarse aggregate is aggregate retained on the 5000 µm sieve; fine aggregate is aggregate passing the 5000 µm sieve.

2. Aggregate material shall be crushed stone or gravel consisting of hard, durable, angular particles, free from clay lumps cementation, organic material, frozen material and any other deleterious materials.
3. Gradations to be within limits specified, when tested to ASTM C-136 and ASTM C-117 with sieve sizes to CAN/CGSB 8.2-M88.
4. Aggregate shall be processed to meet the following requirements:
 - Natural fines shall be pre-screened and stockpiled with not more than 20% of material retained on the 5 000 µm sieve and 100% passing the 10000 µm sieve.
 - Aggregate delivered to the crushing plant shall be pre-screened and shall contain not more than 5% passing the 5 000 µm sieve.
 - If separating crushed aggregates, stockpile the fraction or manufactured sand such that not more than 15% of material retained on the 5000 µm sieve.
5. Physical properties of aggregates to meet the requirements in Table 2.1.2.5

Table 2.1.2.5

Aggregate Physical Property Requirements

REQUIREMENT	ASTM TEST STANDARD	ALL MIX TYPES
Los Angeles Abrasion, Grading B (% Loss)	C131	32 max.
Magnesium Sulphate Soundness (% Loss)	C88	
Coarse Aggregate:		12 max.
Fine Aggregate:		12 max.
Lightweight Particles (%)	C123	1.5 max.

6. Blend Sand:
 - To consist of natural or manufactured sand passing the 5 000 µm sieve.
 - Stockpile volumes shall be maintained to ensure a minimum of 5 000 tonne of plant mix production, or the entire project quantity.
 - Blend sand shall be dried if necessary to provide a uniform feed.
7. Blended Aggregate Requirements:
 - Aggregate Gradation Requirements, including RAP, to meet the requirements of Table 2.1.2.7.1.

Table 2.1.2.7.1
Blended Aggregate Gradation Requirements

SIEVE SIZE (µm)	PERCENT PASSING SIEVE SIZE			
	MIX TYPE S1	MIX TYPE S2	MIX TYPE B1	MIX TYPE M1
25 000	-	-	100	-
20 000	100	-	95 - 83	-
16 000	100 - 97	100	90 - 74	-
12 500	95 - 85	100 - 90	80 - 64	100
10 000	85 - 70	90 - 75	72 - 56	100 - 90
5 000	65 - 50	70 - 55	56 - 40	75 - 65
2 500	55 - 36	60 - 45	46 - 30	65 - 45
1 250	45 - 26	45 - 26	40 - 22	45 - 26
630	38 - 18	38 - 18	33 - 15	38 - 18
315	28 - 12	28 - 12	27 - 11	30 - 12
160	16 - 8.0	18 - 8.0	18 - 8.0	20 - 8.0
80	8.0 - 4.0	10 - 4.0	8.0 - 4.0	10 - 4.0

- Coarse Aggregate Fracture: Of coarse fraction (retained on 5 000 µm sieve size) the percentage of particles with two (2) or more fractured faces shall be by mass:
 - Mix Type S1 - 90% minimum
 - Mix Type S2 - 80% minimum
 - Mix Type B1 - 60% minimum
 - Mix Type M1 - 60% minimum
- Flat and Elongated Particles: Of coarse fraction (retained on 5000 µm sieve size) the percentage of flat and elongated particles greater than a 5:1 ratio shall be by mass less than 10%.
- Manufactured Sand: Of total fine fraction (passing 5000 µm sieve size), manufactured sand shall be by mass:
 - Mix Type S1 - 70% minimum
 - Mix Type S2 - 50% minimum
 - Mix Type B1 - 40% minimum
 - Mix Type M1 - No minimum specified
- For mixes incorporating RAP, 50% of the RAP sand portion shall be considered manufactured sand.

- The sand equivalent value (ASTM D2419, mechanical method) determined for the fine aggregate portion shall be:
 - Mix Types S1 and S2 - 45% minimum
 - Mix Types B1 and M1 - 40% minimum
- Of total aggregate, the maximum RAP portion shall be by mass shall be 15%.

8. Delivery and Storage

- Aggregates: Stockpile minimum of 50% of total amount of aggregate required before commencing trial mix designs.
- Reclaimed Asphalt Pavement (RAP): Stockpile minimum of 100% of total amount of RAP required before commencing trial mix designs.

2.2 MIX DESIGN

- .1 An asphalt mix design must be prepared and submitted to the Engineer for review and approval at least one week prior to the Work. The Contractor shall use qualified engineering and testing services licensed to practice in the Province of Saskatchewan.
- .2 The mix design shall follow the Marshall method of mix design as outlined in the latest edition of the Asphalt Institute Manual Series No. 2 (MS-2), and shall include five separate trial values of asphalt content.
- .3 Design of Mix:
 - Mix Types S1 and B1 - 75 Blows on each face of test specimens.
 - Mix Types S2 and M1 - 50 Blows on each face of test specimens.
- .4 Include the following data with mix design submission:
 1. Aggregate specific gravity and asphalt absorption.
 2. Sand equivalent, coarse aggregate fracture, flat and elongated particles, and percent manufactured sand values.
 3. Asphalt cement supplier/refinery, specific gravity and mixing and compaction temperatures, based on temperature – viscosity properties of asphalt cement.
 4. Job mix formula including aggregate gradation and blending proportions, and design asphalt content.
 5. Maximum relative density at each trial asphalt content.
 6. Where reclaimed asphalt pavement (RAP) is to be incorporated into the mix supply, RAP gradation, RAP asphalt cement content and design recycle percentage.
 7. Data to satisfy the requirements of the following:

Table 2.2.4.7
Mixture Physical Property Requirements

PROPERTY	REQUIREMENTS			
	MIX TYPE			
	S1	S2	B1	M1
Marshall Stability (kN)	12 min.	8 min.	10 min.	5.3 min.
Marshall Flow (mm)	2.0 - 3.5	2.0 - 4.0	2.0 - 4.0	2.0 - 4.0
Air Voids (%)	3.8 - 4.2	3.3 - 3.8	4.3 - 4.7	2.8 - 3.2
Voids in Mineral Aggregate (%)	13.5 - 15.0	14.0 - 16.0	12.5 - 14.0	14.5 - 16.5
Voids Filled With Asphalt (%)	65 - 75	70 - 80	60 - 70	70 - 80
Film Thickness (µm)	6.5 – 8.5	7.0 min.	6.0 – 8.0	7.0 min.
Retained Stability (%)	70 min.	70 min.	70 min.	70 min.

2.3 JOB MIX FORMULA

- .1 Subject to approval by the Engineer, the aggregate proportioning (including RAP), target gradation, asphalt content and air void content from the Mix Design will become the Job Mix Formula for the supply of hot mix asphalt.
- .2 Once established, no alterations to the Job Mix Formula will be permitted unless a new Job Mix Formula is submitted by the Contractor and approved by the Engineer.
- .3 If the sum of any alterations to the Job Mix Formula are in excess of any one of the following limits, a new Mix Design is required.
 - ± 5% passing the 5000 µm sieve size
 - ± 1% passing the 80 µm sieve size
 - ± 0.3% asphalt content
- .4 Any alteration to the Job Mix Formula shall not result in properties which do not meet the requirements of this Specification.

2.4 PRODUCTION TOLERANCES

- .1 All mixtures shall be supplied to the Job Mix Formula within the range of tolerances specified.
- .2 Asphalt cement content: +0.3% of JMF value.

- .3 Temperature: Mix temperature at point of plant discharge shall not vary from the mixing temperature identified in the mix design by more than +10 C.
- .4 Aggregate Gradation:

Table 2.4.4

Aggregate Gradation Tolerances

AGGREGATE PASSING SIEVE SIZE (µm)	TOLERANCE (% BY MASS)
Max. size to 5 000	±5.0
2 500 & 1 250	±4.0
630 & 315	±3.0
160	±2.0
80	±1.5

- .5 The above tolerances for JMF gradation are allowed as long as the JMF gradation remains within the tolerances indicated in Table 2.2.4.7.
- .6 Air Voids: + 0.8% of the JMF value.
- .7 Mixture Properties: Marshall Stability, Marshall Flow, Voids Filled with Asphalt, and Voids in Mineral Aggregate as per requirements identified in Table 2.2.4.7.
- .8 Film Thickness: Will be calculated using current Saskatchewan Highways and Transportation methods. For plant production, a 0.5mm reduction in the minimum values identified in Table 2.2.4.7 will apply.
- .9 Moisture in Mix: Maximum permissible moisture, at point of plant discharge, is 0.2% by mass of mix.
- .10 Asphalt cement recovered from freshly produced hot mix by the Abson Method, ASTM D1856 and subsequently tested in accordance with ASTM D5, shall retain a minimum value of 50% of its original penetration value.

3 SAMPLING AND TESTING

3.1 GENERAL

- .1 The Engineer shall have access to all production processes and materials used for the work to monitor material quality as often as deemed necessary. Such inspection and testing shall not in any way relieve the Contractor of the responsibility for meeting the requirements of this specification.
- .2 At least twenty one (21) calendar days prior to commencing work, inform the Engineer of the proposed source of aggregates and provide access for sampling, and provide samples of asphalt cement in accordance with Section 03130.

3.2 QUALITY CONTROL

- .1 Quality control is the responsibility of the Contractor throughout every stage of the Work from aggregate processing to the final accepted product. Tests performed by the Engineer will not be considered as quality control tests.
- .2 The Contractor shall be totally responsible for production of materials and construction that meet all specified requirements.
- .3 All quality control shall be conducted by qualified personnel. The Contractor shall bear the cost of all quality control testing and consulting services.
- .4 Pre-Production testing and sampling and minimum frequencies are described in Table 3.2.4, Pre-Production Quality Control Requirements.

Table 3.2.4

Pre-Production Quality Control Requirements

Quality Control Requirement	Minimum Frequency
Asphalt Cement Certification	Once per Year or for change in supplier.
Aggregate Physical Properties Table 2.1.2.5	Once every 3 Years, or for change in source.
Crushed Coarse Aggregate Gradation Analysis and Fracture Content	One for every 1000 tonne of each class of material processed into stockpile, or one analysis for each material every production day when production rate is less than 1000 tonne.
Manufactured Sand Aggregate Gradation	
Natural Fine Aggregate Gradation	
Blend Sand Aggregate Gradation	
Reclaimed Asphalt Pavement (RAP) Asphalt Content and Extracted Aggregate Gradation	One for each 500 tonne delivered to stockpile, or one for each location when delivery rate is less than 500 tonne.
Penetration of asphalt cement recovered from RAP by Abson Method	One for each 2000 tonne delivered to stockpile
Trial Mix Design by Marshall Method Section 2.2	One per Year, or as required for a change in asphalt cement supply, aggregate gradation or aggregate source.
Plant Calibration	As required.

- .5 Post-Production testing and sampling and minimum frequencies are described in Table 3.2.5, Post-Production Quality Control Requirements.

Table 3.2.5
Post-Production Quality Control Requirements

Quality Control Requirements	Minimum Frequency
Hot Mix Asphalt Analysis (including Asphalt Content, Aggregate Gradation, Marshall Density and Void Properties)	One for every 500 tonne of each mix type supplied under this specification. See Note 1.
Quality Control Charts (including 3 test running average for Binder Content, Aggregate Gradation, Marshall Density and Void Properties)	For each hot mix analysis. Test results and updated 3 test running average to be submitted to the Engineer as they become available.
Hot Mix Asphalt Temperature	Minimum frequency not specified.
Cold Feed Aggregate Analysis	Minimum frequency not specified.
Maximum Relative Density of Hot Mix Asphalt	Minimum frequency not specified.
Compaction Monitoring (Core or Nuclear Density)	Minimum frequency not specified. See Note 2

Note 1: Where an individual test indicates non-compliance, another test shall be initiated immediately.

Note 2: Coring is subject to approval by the Engineer.

.6 Pre-Production Quality Control test data as specified in Table 3.2.4 shall be reported to the Engineer for approval seven (7) calendar days prior to commencing the project, or as requested. No Work shall commence until the Engineer approves submitted test data.

.7 Post-Production Quality Control test data as specified in Table 3.2.5 shall be reported to the Engineer daily as the Work proceeds.

3.3 QUALITY CONTROL COMPLIANCE WITH SPECIFIED TOLERANCES

.1 Asphalt Content, Aggregate Gradation and Mixture Properties

- The test data derived by Post-Production Quality Control mix testing, described in Section 3.2, shall be compared to the tolerances set forth in Section 2.4 of this specification. The Contractor shall suspend mix production when the 3 test running average for any property is outside of the specified tolerance limits.
- Supply shall not commence again until it is demonstrated that corrective action has been taken.
- Following initial supply, suspension of operations, or initiation of a new Job Mix Formula, a new 3 test running average is initiated and the subsequent mix

production is subject to rejection until such time as an acceptable 3 test running average is attained.

.2 Hot Mix Asphalt Temperature

- Plant mix that does not meet temperature requirements of Section 2.4.3, at the point of plant discharge shall be subject to rejection at the discretion of the Engineer.

3.4 ACCEPTANCE SAMPLING AND TESTING

- .1 Within this specification, certain requirements, limits and tolerances are specified regarding supplied materials and workmanship. Compliance with these requirements shall be determined from acceptance testing as described in this section.
- .2 The Owner may engage a CSA certified testing company to confirm the compliance to the specifications.
- .3 The Contractor shall allow access and provide material for all tests by the Owners testing agency.
- .4 The testing company is only authorized to report results of the tests and is not authorized to approve the construction.
- .5 Initial acceptance testing will be undertaken free of cost to the Contractor.

Table 3.4.4

Acceptance Testing Requirements - Category A & B Projects

Acceptance Testing	Minimum Frequency
Hot Mix Asphalt Analysis (including Binder Content, Aggregate Gradation, Marshall Density, Maximum Relative Density, Void Properties, Marshall Stability and Flow)	For each mix type, one test for each 3500 sq.m. of placement, or three tests per lot, which ever is greater. See Note 1.
Compaction Testing (Core Density) and Thickness Determination	For each mix type, one test for each 2000 sq.m. of placement, or three tests per lot, whichever is greater.
Hot Mix Asphalt Temperature	No minimum frequency.

.6 Acceptance Sampling Procedures:

1. Loose mix samples shall be acquired from the Work site in accordance with standard industry procedures. Auger samples may be used if approved by both the Engineer and the Contractor.
2. The timing of mix sampling shall be stratified, with each sample representing a similar production quantity.

3. Core locations will be selected using stratified random sampling procedures. The lot will be divided into segments meeting or exceeding the minimum frequency in Table 3.4.4 and of approximately equal area. In each segment a test site will be located using random numbers to determine the longitudinal and transverse coordinates.
4. Areas within 3m of transverse joints or 0.3m of a mat edge are excluded from compaction acceptance sampling and testing.

3.5 APPEAL OF ACCEPTANCE TESTING RESULTS

.1 General

1. The Contractor may appeal the results of acceptance testing for Compaction Standard or Asphalt Content for any lot subject to rejection or unit price reduction. The notice of appeal shall be in writing and submitted to the Engineer within two (2) calendar days of receipt of the acceptance testing results.
2. Appeals will only be considered if cause can be shown and the requirements of Table 3.2.5 have been satisfied.
3. Quality Control tests initiated after the Contractor's receipt of the acceptance test results will not be considered when evaluating cause for appeal.
4. For Category A Projects, only Quality Control testing during production for the subject project will be considered when evaluating cause for appeal. For Category B Projects, Quality Control test results from production prior to the subject project may be considered when evaluating cause for appeal.

.2 Asphalt Content Appeal

1. A stratified random sampling plan shall be developed by the Engineer with the same number of segments as the original number of samples for the subject lot. Sufficient core sample (150mm diameter) will be acquired from each segment to enable asphalt content determinations.
2. For asphalt content appeal testing, the Contractor will have the option for the testing to be done by the testing laboratory undertaking the project acceptance testing, or an independent testing laboratory selected by the Engineer.
3. The average of the appeal test results will be used for acceptance and unit price adjustment, and shall be binding on both the Owner and the Contractor.
4. If the average appeal test result verifies that any unit price reduction or rejection applies for that Lot, the costs of the appeal sampling and testing will be borne by the Contractor. If the result show that a penalty or rejection no longer applies, the sampling and appeal costs will be the responsibility of the Owner.

.3 Compaction Standard

1. The testing laboratory conducting the project acceptance sampling and testing will routinely retain companion samples sufficient for the determination of maximum relative density.
 2. For compaction standard appeal testing, the Contractor will have the option for the testing to be done by the testing laboratory undertaking the project acceptance testing, or an independent testing laboratory selected by the Engineer.
 3. The average of the appeal tests will be used for acceptance and unit price adjustment, and shall be binding on both the Owner and the Contractor.
 4. If the new compaction standard verifies that any unit price reduction or rejection applies for that Lot, the costs of the appeal sampling and testing will be borne by the Contractor. If the result shows that a unit price reduction no longer applies, the appeal testing costs will be the responsibility of the Owner.
- .4 Core Density and Thickness Appeals
1. Core density and thickness appeals will only be considered if a case can be made that the stratified random sampling plan was biased or testing was in error.

4 EXECUTION

4.1 CONTINUITY OF PRODUCTION

- .1 During the time period that work is in progress on any project for which this specification is in effect, and at the Engineer's discretion, the plant may be limited to producing only the mix type required for that project.

4.2 MIX PRODUCTION

.1 Preparation of Mineral Aggregate

- The mineral aggregates shall be at as low a temperature as is consistent with proper mixing and laying and in no case to exceed 175 °C.

.2 Composition of Mixture

- The mineral aggregate, reclaimed asphalt pavement (where applicable) and asphalt cement shall be mixed in a manner to produce a homogeneous mixture in which all particles of the mineral aggregate are uniformly coated.
- Incorporate RAP such that it does not come in direct contact with the burner flame.
- Plant emissions shall not exceed the limits set by Saskatchewan Environment.

4.3 PREPARATION FOR PAVING

- .1 The Contractor shall provide the Engineer a minimum of six hours notice of the intention to commence paving over any previously approved primed or tacked surface.

- .2 The hot asphalt mixture shall be laid upon a dry firm surface, true to grade and cross-section and free from all loose or foreign material. No hot mix shall be placed when the surface is wet or when other conditions prevent proper spreading, finishing or compaction.
- .3 If undercutting, and subsequent backfill with asphalt concrete is done, the backfill operation shall be performed sufficiently far ahead of the paving operation to allow the asphalt concrete time to cool down enough to support equipment.

4.4 HOT MIX ASPHALT PLACING – AMBIENT AIR TEMPERATURE

- .1 No hot mix asphalt shall be dispatched to the field unless the ambient air temperature, as issued by Environment Canada, is rising and meets the following minimum requirements:
 - Thickness less than 50mm +7 °C
 - Thickness equal to or greater than 50mm +2 °C
- .2 A tolerance will be permitted for plant start-up.
- .3 No surface lift asphalt shall be placed regardless of ambient air temperature until the road surface is 5 °C or higher.

4.5 HOURS OF OPERATION

- .1 No loads of hot mix asphalt shall be dispatched from the plant after sunset or during hours of darkness unless loads can be placed and compacted in accordance with these specifications, and suitable artificial illumination is provided, all subject to the Engineer's approval.

4.6 TRANSPORTATION OF HOT MIX ASPHALT

- .1 Trucks shall be equipped with tarpaulins of sufficient weights and size to cover the entire open area of the truck box. Regardless of weather conditions, tarpaulins shall be used.
- .2 Vehicles used for the transportation of hot mix asphalt from the plant to the site of work shall have tight metal boxes previously cleaned of all foreign matter. The inside surface may be lightly lubricated with a soap solution just before loading. Excess lubrication will not be permitted.
- .3 For purposes of checking asphalt mixture temperatures, trucks shall have an accessible 13 mm diameter hole drilled into the driver's side of the truck box, at a distance of 0.3 metres from the bottom of the box and 150 mm clear of the reinforcing ribs.
- .4 The speed and weight of hauling trucks shall be regulated so that, in the opinion of the Engineer, no damage will occur to any portion of the work underway. Any damage to the tack coat, prime coat or the existing surface caused by the Contractor's equipment shall be repaired by the Contractor at their own expense.
- .5 Any load of hot mix with a temperature less than 120 °C, will be considered reject.

4.7 HOT MIX ASPHALT SPREADERS

- .1 The spreading machine shall be self-propelled and capable of placing a uniform layer of asphalt mix to the depth and grades as shown on the plans or as indicated by the Engineer.
- .2 The screed shall include a tamping bar or vibratory strike-off device for use when required. The screed shall strike-off the mix to the depth and cross-section specified and produce a finished surface of uniform texture.
- .3 Control of the screed shall be by automatic sensing devices. Longitudinal control shall be accomplished by a sensor, which follows a string-line, ski, or other reference. The grade sensor shall be moveable and mounts provided so that grade control can be established on either side of the paver. A slope control sensor shall also be provided to maintain the proper transverse slope of the screed. Use of manual screed control may be used subject to approval by the Engineer.

4.8 HAND TOOLS

- .1 Only lutes shall be used during the spreading operation and when the asphalt is worked by hand in areas in which the paver cannot reach.
- .2 Tamping irons may be used to consolidate the material along structures inaccessible to the rollers. Mechanical compaction equipment, satisfactory to the Engineer, may be used instead of tamping irons.
- .3 For purposes of checking the finished surface, Contractors must provide and carry on each paving machine a 3 metre straight edge and slope measuring level.

4.9 PRE-LEVELLING FOR ASPHALT CONCRETE

- .1 Pre-levelling of uneven surfaces over which asphalt concrete is to be placed shall be accomplished by the use of asphalt concrete placed with a grader, paver, hand or by a combination of these methods as directed by the Engineer.
- .2 After placement, the asphalt concrete used for pre-levelling shall be compacted thoroughly with pneumatic-tired rollers.

4.10 PAVING OPERATIONS

- .1 The asphalt concrete shall be placed to the design thickness as shown on the contract drawings. On new construction where an established reference is lacking, a string-line reference will be required. Adjacent mats on the same lift are to be controlled by use of the grade sensor. No relaxation of the above procedure will be permitted without written approval of the Engineer.
- .2 The spreader shall be operated in such a manner as to distribute the asphalt concrete mix to proper cross-section, width and thickness without causing segregation of the mix. Segregated areas, which may occur, shall be corrected immediately. The forward motion of the spreader shall be controlled so that no irregularities in the pavement surface are caused by excessive speed. The rate of placement of the mixture shall be uniform, and shall be co-ordinated with the production rate of the asphalt plant without intermittent operation of the spreader.

- .3 Any failure of the machine or operation to produce a smooth, uniformly dense mat, free from irregularities, shall be corrected immediately to the satisfaction of the Engineer.

4.11 AREAS INACCESSIBLE TO THE PAVING MACHINE

- .1 Areas that are inaccessible to the paving machine may be paved by other methods, as approved by the Engineer.
- .2 In small areas or where the use of mechanical equipment is not practical, the mix may be spread and finished by hand. The asphalt mixture shall be dumped on the area and immediately thereafter distributed into place by shovels and spread with lutes in a loose uniform layer of uniform density and correct depth. Material must be handled so as to avoid segregation.

4.12 COMPACTION

- .1 The Contractor shall supply sufficient compaction equipment to:
 - Provide a compaction rate that will equal or exceed the placing rate of the spreader. Maximum suggested rate of speed 8 km/hr. for Rubber Tire and 5 km/hr. for Steel Drum.
 - Ensure the specified compaction is attained before the temperature of the mat falls below 80 °C.

4.13 LONGITUDINAL AND TRANSVERSE JOINTS

- .1 Longitudinal and transverse joints shall be made in a manner consistent with industry standards. Coarse aggregate removed from the hot mix during joint preparation shall not be broadcast on to the mat.
- .2 Paving joints shall not be placed in the same vertical plane. Longitudinal joints shall be offset at least 150 mm and transverse joints shall be offset at least 2 m.
- .3 Longitudinal joints shall not be located within travel lanes, unless approved by the Engineer.
- .4 Edges where additional pavement is to be placed shall be vertically formed to true line. A lute shall be used immediately behind the paver when required to obtain a true line and vertical edge.
- .5 The exposed edges of all cold asphalt joints and the face of concrete curb and gutter shall be cleaned and painted with a thin coat of asphalt tack.
- .6 At the end of each day's paving of the surface course and upper lift of the base course mix, the uncompleted paving mats shall be provided with vertically cut transverse joints. Joints between old and new pavements or between successive days' work shall be carefully made in such a manner as to ensure a thorough and continuous bond between the old and new surfaces.
- .7 If public access to the site is allowed at the end of each day's paving abrupt changes in the roadway surface profile shall be avoided. The longitudinal transition shall be a maximum of 25mm vertically per meter.

4.14 UTILITY APPURTENANCES

- .1 Pavement incorporating utility appurtenances, including water valves, gas valves, manholes and other surface utility fixtures shall be constructed in a manner satisfactory to the Engineer.
- .2 A tack coat shall be provided to the vertical surface of utility appurtenances prior to paving.
- .3 The paved surface adjacent to utility appurtenances shall be free of segregation with a tight uniform surface.

4.15 OPENING TO TRAFFIC

- .1 Prior to any application of traffic, paving mats shall be sufficiently cool to resist any deformation or surface scuffing.
- .2 The Engineer may, at their discretion, require means of cooling (e.g. application of water) completed pavements prior to opening to traffic.
- .3 At their discretion, the Engineer may prohibit traffic from travelling on newly paved surfaces for any length of time deemed necessary.

4.16 TOLERANCE

- .1 The finished surface shall conform to the standard cross-section as shown on the Standard Drawings to within 10mm of dimensions shown.

5 END PRODUCT ACCEPTANCE OR REJECTION

5.1 GENERAL

- .1 The Contractor shall provide an end product conforming to the quality and tolerance requirements of this specification. Where no tolerances are specified, the standard of workmanship shall be in accordance with accepted industry standards.
- .2 Acceptance of any Lot at full or increased payment will occur if there are no obvious defects and the Lot mean results for asphalt content, pavement density, and thickness meet or exceed the specified tolerances.
- .3 Unit price reductions will only be applied on the basis on full acceptance testing in accordance with Table 3.4.4.
- .4 Failure to satisfy the Post-Production Quality Control requirements of this specification will result in the mix supplied during such period to be subject to rejection.
- .5 Mix supplied during periods when the Post-Production Quality Control 3 test running average is outside the specified tolerances is subject to rejection.
- .6 Mix not meeting the plant discharge or on-site temperature requirements specified herein shall be subject to rejection.
- .7 In the event where the work does not meet the requirements specified herein the Engineer and its representatives, at their discretion, may require that the portion(s) deemed "Reject" be completely removed and replaced at the expense of the Contractor.

.8 No payment shall be made for sections of rejected asphaltic concrete should the Engineer elect to keep the rejected material in place.

5.2 ASPHALT CONTENT

- .1 For full payment, the Lot Mean Asphalt Content must be within + 0.30% of the approved JMF value, as specified in Section 2.4.
- .2 Payment adjustment for asphalt content is as follows:

Asphalt Content Deviation form JMF Value (%)	Payment Adjustment Factor
± 0.30 or less	1.00
± 0.31 to ±0.50	As per Chart A
Greater than ± 0.50	Reject (Note 1)

Note 1: Subject to removal and replacement at the discretion of the Engineer.

5.3 PAVEMENT COMPACTION

- .1 For full or increased payment, the Lot Mean Pavement Compaction must be equal to or greater than 93% of the Lot Mean Maximum Relative Density.
- .2 Payment adjustment for pavement compaction is as follows:

Pavement Compaction % of Maximum Relative Density	Payment Adjustment Factor
94.6 to 95.5	1.03
93.5 to 94.5	1.02
93.0 to 93.4	1.00
90.0 to 92.9	As per Chart B
Less than 90.0	Reject (Note 2)

Note 2: Subject to removal and replacement at the discretion of the Engineer.

5.4 THICKNESS (NEW CONSTRUCTION AND TOP LIFT ONLY)

- .1 Pavement found to be out-of-scope in thickness by more than 13mm shall be removed and replaced by pavement of specified thickness, at the Contractor's expense.
- .2 The Lot Mean Thickness for any Lot will be determined on the basis of the acceptance cores described in Table 3.4.4. If the deficiency of any individual core exceeds 13 mm, additional cores may be extracted in the proximity to the location of the core of excessive deficiency, to identify the extremities of the pavement area subject to be removed and replaced. The Contractor shall pay for such additional coring.

- .3 For full payment, the Lot Mean Thickness must be equal to, or greater than, the specified thickness.
- .4 Payment adjustment for thickness is as follows:

Average Thickness Compared to Specified Thickness	Payment Adjustment Factor (Note 1)	
	Total Thickness (Single or Multiple Lifts)	Top Lift Thickness (Multiple Lifts)
Compliant or Greater	1.00	1.00
1mm to 5mm Out-Of-Scope	0.90	0.95
6mm to 12mm Out-Of-Scope	0.80	0.90
13mm or more Out-Of-Scope	Reject (Note 2)	Reject (Note 2)

Note 1: A single Thickness Payment Adjustment Factor shall be applied, Total Thickness or Top Lift Thickness, whichever is less.

Note 2: Subject to removal and replacement at the discretion of the Engineer.

5.5 AIR VOIDS

- .1 Air voids payment adjustment factors are as follows:

Deviation (Note 1)	Asphalt Mix Type S2
+1.6	
+1.5	REJECT
+1.4	0.30
+1.3	0.50
+1.2	0.60
+1.1	0.68
+1.0	0.75
+0.9	0.80
+0.8	0.85
+0.7	0.90
+0.6	0.93
+0.5	0.96
+0.4	0.98
+0.3	1.00
+0.2	1.00

+0.1	1.00
0.0	1.00
-0.1	1.00
-0.2	1.00
-0.3	1.00
-0.4	0.95
-0.5	0.90
-0.6	0.85
-0.7	0.65
-0.8	0.50
-0.9	0.25
-1.0	REJECT

Note 1: Deviation in % air voids at 100% Marshall from mix specifications.

5.6 MARSHALL STABILITY

.1 Marshall stability payment adjustment factors are as follows:

Adjustment Factor (%)	Asphalt Mix Type S2
	150/200 A
100	>7.9
98	7.8-7.9
95	7.6-7.7
90	7.3-7.5
80	7.1-7.2
65	6.8-7.0
50	6.5-6.9
0*	<6.5

* No payment or remove and replace as directed by the engineer.

5.7 SMOOTHNESS

.2 The completed asphalt concrete surface shall be true to the dimensional and tolerance requirements of the specifications and drawings. Unless detailed otherwise in the contract documents, the tolerances in both profile and crown are:

- Base Course - 10mm in 3 m

- Surface Course - 5mm in 3 m
- .3 When deviations in excess of the above tolerances are found, the pavement surface shall be corrected by methods satisfactory to the Engineer. Correction of defects shall be carried out until there are no deviations anywhere greater than the allowable tolerances.

5.8 SEGREGATION

- .1 The finished surface shall have a uniform texture and be free of segregated areas. A segregated area is defined as an area of the pavement where the texture differs visually from the texture of the surrounding pavement.
- .2 All segregation will be evaluated by the Engineer to determine repair requirements.
- .3 The severity of segregation will be rated as follows:
- Slight - The matrix of asphalt cement and fine aggregate is in place between the coarse aggregate particles, however there is more stone in comparison to the surrounding acceptable mix.
 - Moderate - Significantly more stone than the surrounding mix, and exhibit a lack of surrounding matrix.
 - Severe - Appears as an area of very stony mix, stone against stone, with very little or no matrix.
- .4 Segregated areas shall be repaired by the Contractor as directed by the Engineer. The following methods of repair are identified.
- Slight - Squeegee asphalt to completely fill the surface voids.
 - Moderate - slurry seal for full mat width.
 - Severe - removal and replacement or overlay.
- .5 All repairs shall be regular in shape and finished using good workmanship practices to provide an appearance suitable to the Engineer.
- .6 Any other methods of repair proposed by the Contractor will be subject to the approval of the Engineer.
- .7 Repairs will be carried out by the Contractor at his expense.

5.9 GRADATION

- .1 The following requirements apply to asphalt concrete pavement material in all lifts except preliminary levelling.
- .2 Price Adjustments for aggregate gradation variation will be based on the variation of the Lot Mean Gradation from the Job Mix Formula tolerance, for each sieve size, as shown in Tables 5.8.1 and 5.8.2 and the corresponding adjustment points as shown in Table 5.8.3.
- .3 When the Lot Mean Gradation is outside the Job Mix Formula tolerance, the penalty assessment will be \$0.04 per tonne for each Mean Adjustment Point, up to the limits shown in Table 2.1.2.7.1. When the Lot Mean Gradation is outside the limits of

Table 2.1.2.7.1 the penalty assessment will be \$0.40 per tonne for each Mean Adjustment Point outside those limits, regardless of the Job Mix Formula tolerance. If the maximum deviation shown in Table 5.8.2 is exceeded the lot is rejected.

Table 5.8.1

**GRADATION TOLERANCES FOR THE LOT MEAN FROM THE JOB MIX FORMULA AND
 MAXIMUM RANGE BETWEEN INDIVIDUAL TEST RESULTS IN A LOT**

CHARACTERISTICS	SIEVE SIZE (µm)					
	(1) 20000, 16000, 12500, 10000, 5000	1250	630	315	160	80
Tolerances for the Lot Mean from the Job Mix Formula	± 5	± 3	± 2	± 2	± 1.5	± 1.5
Maximum Range between Individual Test Results in a Lot	10	6	5	4	3	3

(1) Note: Include all sieves up to one size smaller than top size.

Table 5.8.2

**MAXIMUM DEVIATION FOR THE LOT MEAN FROM THE GRADATION LIMITS SPECIFIED
 IN TABLE 2.1.2.7.1**

CHARACTERISTICS	SIEVE SIZE (µm)		
	(1) 20000, 16000, 12500, 10000	5000, 1250, 630, 315	160, 80
Maximum Deviation for the Lot Mean from Table 2.1.2.7.1 Gradation Limits	2	1	0.5

(1) Note: Include all sieves up to one size smaller than top size.

“A” AND “B” ADJUSTMENT POINTS FOR DEVIATION IN GRADATION

SIEVE SIZE (µm)	MEAN
(1) 20000, 16000, 12500, 10000, 5000	5 for each 1% Deviation
1250	1 for each 1% Deviation
630	2 for each 1% Deviation
315	2 for each 1% Deviation
160	0.2 for each 0.1% Deviation
80 Deviation < 1.0%	1.0 for each 0.1% Deviation
80 Deviation > 1.0%	0.2 for each additional 0.1% Deviation

Lot Mean Adjustment points will be calculated for each Lot. If the Lot Mean does not exceed the requirements in Table 2.1.2.7.1 a Lot Gradation Price Adjustment per tonne will be applied based on the following formula:

$$PA_g = (A \times -0.04) + (B \times -0.40)$$

Where:

PA_g = Unit Price Adjustment for Gradation

A = Mean Adjustment Points assessed within the gradation limits specified in Table 2.1.2.7.1 but beyond the Job Mix Formula tolerance requirements in Table 5.8.1

B = Mean adjustment Points assessed outside the gradation limits specified in Table 2.1.2.7.1 regardless of the Job Mix Formula tolerance.

6 PAYMENT

.1 The Unit Price applicable to each Lot quantity of asphalt concrete will be calculated as follows:

$$LOT \text{ UNIT PRICE} = CONTRACT \text{ UNIT PRICE} \times PA_{AC} \times PA_{COM} \times PA_T$$

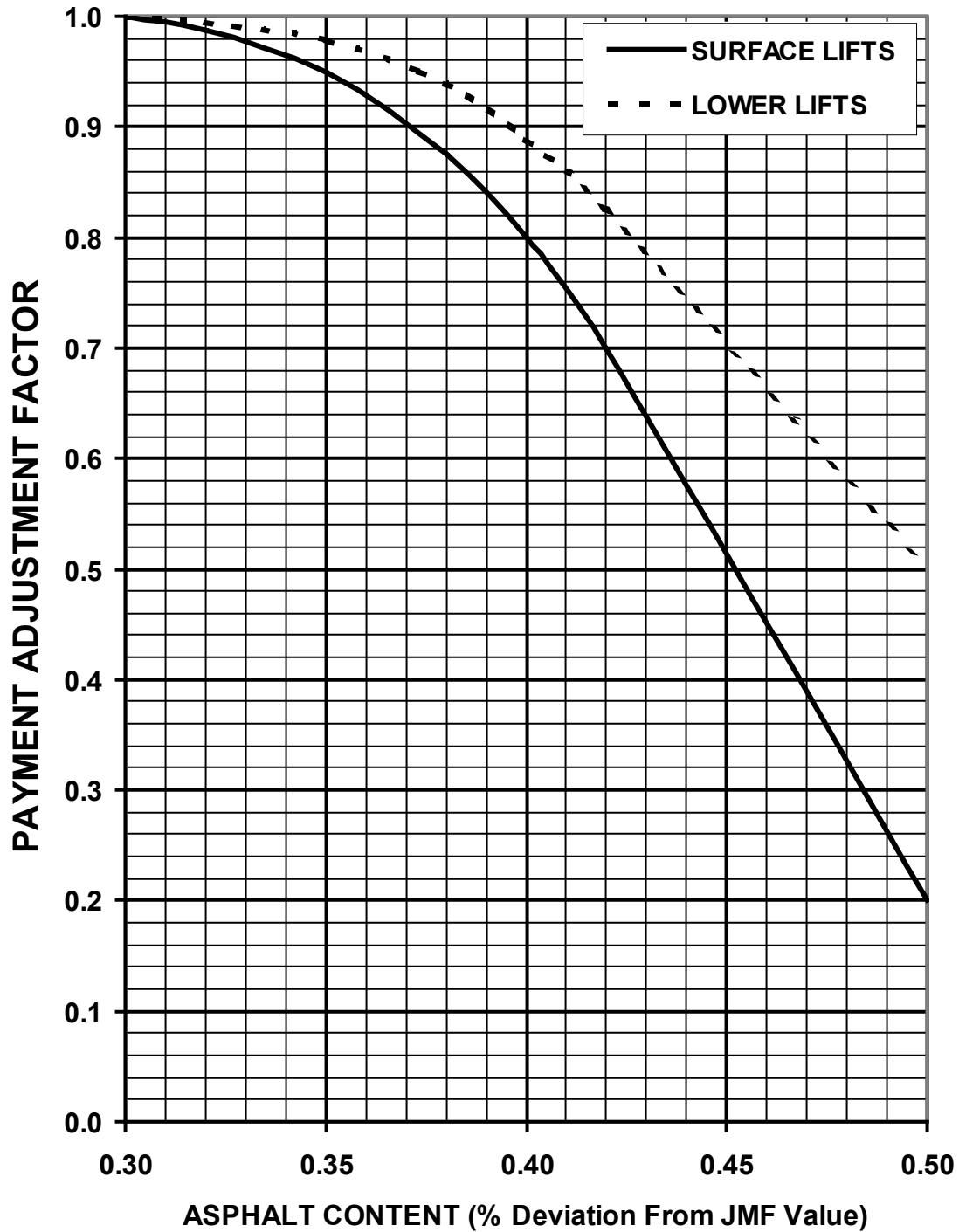
Where:

PA_{AC} = Asphalt Content Payment Adjustment

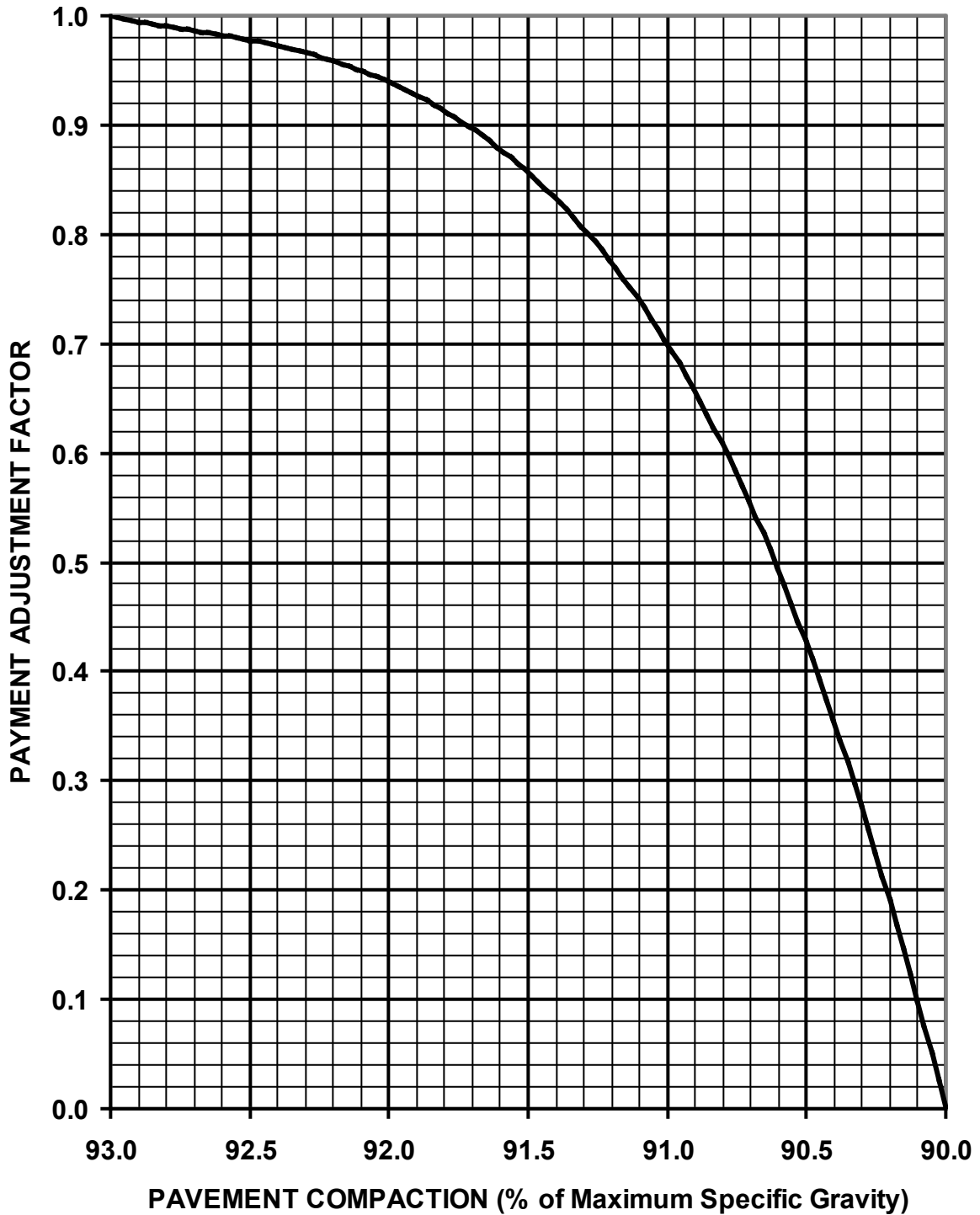
PA_{COM} = Compaction Payment Adjustment

PA_T = Thickness Payment Adjustment (When applicable)

CHART A
ASPHALT CONTENT
PAYMENT ADJUSTMENT FACTOR



**CHART B
COMPACTION
PAYMENT ADJUSTMENT FACTOR**



1 **GENERAL**

1.1 **DESCRIPTION**

- .1 The work covered by this specification shall consist of all plant, labour, equipment and materials and in performing all operations in connection with Emulsified Asphalts in accordance with this specification.

1.2 **RELATED SECTIONS**

- Section 03100 - Prime, Tack and Fog Coat

1.3 **MICROSURFACING DESIGN SUBMITTAL**

- .1 Prior to construction, the Contractor shall submit a signed mix design for each aggregate type and source. This design will be performed by a testing firm which has experience in designing micro surfacing mixes. After the mix design has been approved, no material substitution will be permitted unless approved by the Engineer.
- .2 Compatibility of the aggregate, polymer-modified emulsified asphalt, water, mineral filler, and other additives shall be evaluated in the mix design. The mix design shall be completed using materials consistent with those supplied by the contractor for the project. The mix design submittal shall include the following:
- Emulsified Asphalt data;
 - Emulsion supplier
 - Type of emulsion
 - 24-hour settlement results
 - Distillation results
 - Softening point
 - Penetration @ 25° C
 - Aggregate data;
 - Source(s) of aggregate
 - Los Angeles Abrasion test results
 - Sand Equivalency results
 - Micro Surfacing Mix Data;
 - Emulsion content
 - Residual Asphalt
 - Mineral Filler type and content
 - Polymer content
 - Additives
 - Water Content
 - Aggregate gradation
 - Mix time @ 25° C
 - Wet Cohesion @30 min
 - Wet Cohesion @ 60 min

2 PRODUCTS

2.1 EMULSIFIED ASPHALTS

Emulsifiers used to stabilize asphalt emulsions shall not be harmful to the performance of the asphalt in service.

2.1.1 Slurry Seal

The emulsified asphalt shall conform to the requirements of the current specifications of the Asphalt Institute. SS-1 grade emulsified asphalt shall be used with the Penetration of Residue at 38° C shall be 40-90 and a viscosity range of 20-50.

SS-1 and SS-2 grade emulsified asphalt may be used if approved by the Engineer.

The Contractor shall supply the emulsified asphalt.

2.1.2 Micro Surfacing

The emulsified asphalt shall be milled or blended into the asphalt or emulsifier solution prior to the emulsification process. A minimum of three percent (3%) polymer solids based on asphalt weight is required.

The emulsified asphalt and emulsified asphalt residue shall meet the requirements of AASHTO M 208 or ASTM D 2397 for CQS-1HP, with the exceptions shown in Table 1. The temperature for this test should be held at 177° C for 20 minutes.

The climatic conditions should be considered when establishing this range. The solubility test, if required, should be evaluated on the base asphalt.

Table 1: Emulsified asphalt test exception

Test	Test Method		Requirement
	AASHTO	ASTM	
Settlement of storage stability of emulsified asphalts, 24h	T 59	D 6930	1% maximum
Distillation of emulsified asphalt	T 59	D 6997	62% minimum
Test on Emulsified Asphalt Residue			
Softening point of bitumen (ring-and-ball apparatus)	T 53	D 36	57° C minimum
Penetration of bituminous materials at 25° C	T 49	D 5	40-902

2.2 AGGREGATE

2.2.1 Slurry Seal

Aggregates shall consist of natural, hard, durable, angular sand. The aggregate shall be clean, free from deleterious material, lumps of dried fines or adherent coatings.

The mineral aggregate shall meet the following gradation requirements:

Table 2: Slurry Seal Mineral Aggregate Gradation

Sieve Designation	Percent Passing by Weight
2.0 mm	100
900 µm	40 - 65
400 µm	25 – 45
160 µm	11 – 22
71 µm	7 – 15

2.2.2 Micro Surfacing

The mineral aggregate used shall be the type specified for the particular application requirements of the micro surfacing. The aggregate shall be a crushed stone such as granite, slag, limestone, chat, or other high-quality aggregate, or combination thereof. To assure the material is 100 percent crushed, the parent aggregate will be larger than the largest stone in the gradation used.

To account for aggregate bulking, it is the responsibility of the contractor to check stockpile moisture content and to set the machine accordingly.

The aggregate shall meet the specified polishing values and minimum requirements shown in Table 3.

Table 3: Micro Surfacing Aggregate Physical Properties

Test	Test Method		Requirement
	AASHTO	ASTM	
Sand equivalence	T 176	D 2419	65% maximum
Aggregate Soundness by use of sodium sulfate and magnesium sulfate	T 104	C 88	15% maximum w/ Na ₂ SO ₄ 25% maximum w/ MgSO ₄
Los Angeles Abrasion ¹	T 96	C 131	30% maximum

Notes:

1. The LA Abrasion test shall be run on the parent aggregate.

The aggregate gradations for Type 2 and Type 3 Micro Surfacing shall meet the following requirements in Table 4.

Table 4: Micro Surfacing Gradation Requirements

Sieve Designation	Percent by Weight Passing	
	Type II	Type III
9.0 mm	100.0	100.0
5.0 mm	90.0 – 100.0	75.0 - 90.0
2.0 mm	59.0 – 84.0	35.0 – 70.0
900 µm	38.0 – 60.0	26.0 – 40.0
400 µm	21.0 – 35.0	15.0 – 30.0
160 µm	10.0 – 22.0	7.0 – 18.0
71 µm	5.0 – 14.0	5.0 – 15.0

The aggregate will be accepted based on five gradation tests sampled according to AASHTO T 2 (ASTM D 75). If the average of the five tests is within the stockpile tolerance from the mix design gradation, the material will be accepted. If the average of those test results is out of specification or tolerance, the contractor will be given the choice to either remove the material or

blend the additional aggregate with the stockpile material to bring it into compliance. Materials used in blending must meet the required aggregate quality test specifications before blending and must be blended in a manner to produce a consistent gradation. Aggregate blending shall require the submittal of a new mix design.

2.3 FILLER

2.3.1 Slurry Seal

When required to produce a proper “slurry consistency”, the addition of a correct filler shall be added as required. Commercial fillers consisting of Portland Cement, Hydrated Lime, limestone dust or crusher run dust shall be used. Natural occurring materials, namely, silt or clay, will only be permitted to be used as a filler when approved by the Engineer.

2.3.2 Micro Surfacing

Mineral filler may be used to improve mixture consistency and to adjust mixture breaking and curing properties. Portland cement, hydrated lime, limestone dust, fly ash, or other approved filler meeting the requirements of ASTM D 242 shall be used if required by the mix design. Typical use levels are normally 0.0 – 3.0 percent and may be considered part of the aggregate gradation.

2.4 MICROSURFACING MIX

The micro surfacing mix shall be designed to pass the following test requirements in Table 5.

Table 5: Micro Surfacing Mix Requirements

Test	ISSA Table No.	Requirement
Mix Time @ 25° C	TB 113	Controllable to 120 seconds minimum
Wet Cohesion @ 30 minutes minimum (set) @ 60 minutes minimum (traffic)	TB 139	12 kg-cm minimum 20 kg-cm or near spin minimum
Wet stripping	TB 114	Pass (90% minimum)
Wet-track abrasion loss over one-hours soak Six-day soak	TB 100	538g/m ² maximum 807g/m ² maximum
Lateral displacement Specific gravity after 1000 cycles of 56.71 kg	TB 147	5% maximum
Excess asphalt by LWT sand adhesion	TB 109	538g/m ² maximum
Classification compatibility	TB 144	11 grade points minimum (AAA, BBB)

The micro surfacing mix shall be designed to the limits listed in Table 6.

Table 6: Micro Surfacing Mix Limits

Components Materials	Limits
Residual asphalt	5.5 – 10.5% by dry weight of aggregate
Type of mineral filler	0 – 3% by dry weight of aggregate
Polymer content	Minimum of 3.0% solids based on bitumen weight content

2.4.1 Water

The water shall be free of harmful salts and contaminants. If the quality of the water is in question a sample shall be submitted to the City.

The Contractor is responsible for providing all water required at the construction site. An application form for a portable water meter is available from the City's Water and Waste Stream Division.

The Contractor shall not operate any hydrant, valve, or curb stop without the Engineer's permission.

2.4.2 Additives

Additives may be used to accelerate or retard the break/set of the micro surfacing. Appropriate additives, and their applicable use range, should be approved by the City as part of the mix design.

2.4.3 Fibers

Fibers shall be added to the micro surfacing mix before the pug mill by mechanical distributor in order to ensure an even distribution throughout the mix.

Fibers shall be 12.5mm (0.5 inches) in length.

3 **EQUIPMENT**

All equipment, tools, and machinery used in the performance of this work shall be maintained in satisfactory working condition.

3.1 **SLURRY SEAL**

3.1.1 Mixer Equipment

The slurry seal coat mixing machine shall be a continuous flow mixing unit and be able to accurately deliver and proportion aggregate, asphalt emulsion, and water to a revolving spiraled multiblade mixer and discharge the thoroughly mixed product on a continuous basis in a minimum amount of time.

The mixing machine shall be equipped with an approved fines feeder with an accurate metering device or method to introduce a predetermined amount of mineral filler into the mixer at the same time and location where the aggregate is fed. A calibrated control for aggregate and asphalt shall be provided capable for accurately proportioning materials.

The mixing machine shall be equipped with a water pressure system and a fog type spray bar adequate for complete fogging of the surface preceding spreading equipment with a maximum application of 0.30 liters per square meter.

The machine while in operation shall have a minimum speed of 18 meters per minute and shall not be allowed to exceed 55 meters per minute. Sufficient machine storage capacity shall be provided to properly mix and apply a minimum of 5 tonnes of slurry.

3.1.2 Spreading Equipment

The mechanical type squeegee distributor shall be equipped with flexible material in contact with the surface to prevent the loss of slurry from the distributor. It shall be maintained as to prevent loss of slurry on varying grades and crown adjustments to assure uniform spread and depth.

There shall be a steering device and a flexible strike-off. A piece of burlap or a piece of heavy canvas shall be attached behind the spreader to provide a smooth surface. The squeegee shall be attached behind the mixer.

3.1.3 Auxiliary Equipment:

Hand squeegees, shovels and hand equipment shall be provided as necessary to perform the work.

3.2 Micro Surfacing

All equipment, tools, and machines used in the application of micro surfacing shall be maintained in satisfactory working condition at all times.

All water and emulsion storage containers used in delivery or application of micro surfacing shall be free of contaminants and shall not leak. Spray bar nozzles shall be regularly inspected to ensure that a continuous even spray is being maintained. All lighting and reflectors must remain clean and operational at all times.

Equipment must be maintained to ensure that contaminants such as, but not limited to, motor oil, antifreeze, or hydraulic fluids are not leaking onto the road. At the discretion of the Engineer, the Contractor will cease operations and rectify the concerns regarding the condition of the equipment or tools.

All counting devices shall be in proper working condition prior too work commencing at each location. The Contractor will not receive payment for work completed with non-working counting devices.

For the safety of the crew, all equipment used in the application of micro surfacing or transportation of its components will have sufficient lighting, reflectors and warning lights to be clearly seen at night.

If the Engineer deems there is insufficient lighting or reflectors, the Contractor will take necessary steps to satisfy the requirements of the Engineer.

3.2.1 Mixing Equipment

The machine shall be specifically designed and manufactured to apply micro surfacing. The material shall be mixed by an automatic-sequenced, self-propelled, front feed, continuous loading, micro surfacing mixing machine. A mobile truck mounted micro surfacing unit is also acceptable.

It shall be a continuous-flow mixing unit that accurately delivers and proportions the mix components through a revolving multi-blade, double-shafted mixer. Sufficient storage capacity for all mix components is required to maintain an adequate supply to the proportioning controls.

When utilizing continuous machinery to minimize transverse joints, the specified machine must be capable of loading materials while continuing to apply micro surfacing. The continuous-run machine shall be equipped to provide the operator with full control of the forward and reverse speeds during application. It shall be equipped with the opposite-side driver stations to assist in alignment. The self-loading device, opposite-side driver stations, and forward and reverse speed controls shall be of original-equipment-manufacturer design.

3.2.2 Proportioning Devices

Individual volume or weight controls for proportioning mix components shall be provided and properly labeled. These proportioning devices are used in material calibration to determine the material output at any time.

3.2.3 Spreading Equipment

The mixture shall be agitated and spread uniformly in the surfacing box by means of twin - shafted paddles or spiral augers fixed in the spreader box. A front seal shall be provided to insure no loss of the mixture at the road contact point. The rear seal shall act as a final strike-off and shall be adjustable. The spreader box and rear strike-off shall be designed and operated such that a uniform consistency is achieved and a free flow of material is provided to the rear strike-off. The spreader box shall have suitable means provided to side shift the box to compensate for variations in the pavement geometry.

A secondary strike-off shall be provided to improve surface texture. The secondary strike-off shall be adjustable to match the width of the spreader box and allow for varying pressures to control the surface texture.

3.2.4 Auxiliary Equipment

Suitable surface preparation equipment, traffic control equipment, hand tools, and other support and safety equipment necessary to perform the work shall be provided by the contractor unless otherwise stated.

4 **EXECUTION**

Immediately prior to applying slurry seal coat or micro surfacing, the surface shall be cleaned of all loose material, silt spots and other objectionable material.

4.1 Slurry Seal Coating

The Slurry Seal Coat shall consist of a mixture of emulsified asphalt, mineral aggregate and water, properly mixed and spread on the surface as specified and as directed by the Engineer.

On old pavement, a tack coat consisting of a dilution of 1 part emulsified asphalt to 3 parts water shall be applied with a conventional pressure distributor

4.1.1 Mix Preparation

The quantities of aggregate, emulsified asphalt and water shall be measured or weighed into each batch. When preparing slurry seal mixes, the water and emulsified asphalt shall be added first, and then the aggregate. The amount of water used shall be a minimum to provide a fluid homogeneous mixture.

The Contractor shall make trial batches, at his expense, to determine the final blend of mineral aggregate, mineral filler and asphaltic binder until approved by the Engineer. Approximately 9.5 to 11.5 liters of emulsified asphalt shall be used per 45 kilograms of dry aggregate weight

4.1.2 Application

The surface shall be fogged with water from pressure nozzles directly preceding the drag distributor. No puddles of free water shall remain after fogging. The slurry mix shall be of the desired consistency when deposited on surface and no additional elements added. Total time of mixing shall not exceed 4 minutes. A maximum amount of slurry shall be carried in the distributor and the maximum allowable speed shall be 55 m per minute.

The average thickness of slurry seal coat applied shall be 3 mm or approximately 1 tonne per 1,500 square meters of surface.

Slurry seal shall be protected from all traffic until the slurry has set. The minimum time period, in excellent drying weather, shall be 4 hours or the time required for the slurry color to change from uniform brown to uniform black.

Slurry application shall be suspended when rain is imminent within 12 hours.

4.2 Micro Surfacing

Microsurfacing shall consist of a mixture of polymer-modified emulsified asphalt, mineral aggregate, water, and additives, proportioned, mixed and uniformly spread over a properly prepared surface. The microsurfacing shall be applied as a homogeneous mat, adhere firmly to the prepared surface, and have a skid- resistant texture throughout its service life.

4.2.1 Calibration

Each mixing unit to be used in the performance of the work shall be calibrated in the presence of the Engineer prior to the start of the project. Previous calibration documentation covering the exact materials to be used may be acceptable, provided that no more than 60 days have passed. The documentation shall include an individual calibration for each material at various settings that can be related to the machine metering devices. Any component replacement affecting material proportioning or measuring requires that the machine be recalibrated. No machine will be allowed to work on the project until the calibration has been completed and accepted by the Engineer.

The Contractor shall repair defective metering devices and components and provide the Engineer notice as to when the equipment will be recalibrated. The Engineer may request the Contractor to verify the calibration of the equipment. There will be no additional payments for calibrating, re-calibration or for verifying the calibration of the equipment.

4.2.2 Tack Coat

Tack Coats shall be applied in accordance to Section 04025.

4.2.3 Protecting Existing Utilities

All utilities shall be protected from the microsurfacing and tack oil by a suitable method. The Engineer must approve the method employed to protect the utility covers. If the Engineer deems the protective coverings material or installation to be unacceptable, the Contractor will cease operations until the installation meets the approval of the Engineer.

Protective coverings must be removed within 24 hours of completion of the work or before the roadway is reopened to traffic. Removal of utility covers includes removal of protective covering material and removal of any microsurfacing material or other material that may be present on the utility.

4.2.4 Application

The microsurfacing is to be applied with a drag (burlap or a similar material) to ensure a uniform textured finish. The Contractor is to apply the microsurfacing in

such a manner to ensure a continuous seal, tight along curb or gutter where present.

The microsurfacing shall be of the appropriate consistency upon leaving the mixer. A sufficient amount of material shall be carried in all parts of the spreader at all times so that complete coverage is obtained. Overloading of the spreader box shall be avoided. No dry aggregate either spilled from the lay-down machine or existing on the road will be permitted.

Mixes resulting in lumping, unmixed aggregate, roughness or excessive streaking in the mat surface will be rejected and operations ceased until the Contractor proves to the Engineer that the situation has been corrected.

Excessive streaking is defined as more than four drag marks greater than 10mm wide and 100mm long, or 25mm wide and 75mm long, in any 25 square meter area. No transverse ripples or longitudinal streaks of 5mm in depth will be permitted, when measured by placing a 3m straight edge over the surface. Mixes that are unable to hold straight lines or that cause an asphalt-rich surface with segregation will be rejected.

It is the responsibility of the Contractor to protect the microsurfacing until it has cured sufficiently to prevent pickup or damage. The Contractor will not be responsible for damage caused by circumstances that are out of their control, such as emergency vehicles requiring access through the work area.

4.2.4.1 Rate of Application

Acceptable Micro Surfacing application rate shall be in accordance with Table 7. Application rates are based upon the weight of aggregate in the mixture.

Table 7: Micro Surfacing Application Rates

Aggregate Type	Application Rate
Type I	14 – 17 kg/m ²
Type II	16 – 19 kg/m ²

4.2.4.2 Joints

No excess buildup, uncovered areas, or unsightly appearance shall be permitted on longitudinal or transverse joints. The contractor shall provide suitable width.

spreading equipment to produce a minimum number of longitudinal joints throughout the project. Longitudinal joints shall be placed 200mm from lane lines or as approved by the Engineer. Partial width passes will only be used when necessary and shall not be the last pass of any paved area. The joint shall have no more than a 5mm difference in elevation when measured by placing a 3m straight edge over the joint and measuring the elevation difference.

4.2.4.3 Mixture

The microsurfacing shall possess sufficient stability so that premature breaking of the material in the spreader box does not occur. The mixture shall be homogeneous during and following mixing and spreading. It shall be free of excess liquids which create segregation of the aggregate. Spraying of additional water into the spreader box will not be permitted.

4.2.4.4 Handwork

Areas which cannot be accessed by the mixing machine shall be surfaced using hand squeegees to provide complete and uniform coverage. Handwork shall exhibit the same finish as that applied by the spreader box. All handwork shall be completed prior to final surfacing.

4.2.4.5 Lines

Lines at intersections, curbs, and shoulders will be kept straight to provide a good appearance. A suitable material will be used to mask off the end of streets to provide straight lines. Longitudinal edge lines shall not vary by more than +/- 50mm in any 30m length.

5 **TESTING**

The supplier shall, prior to initial delivery, undertake standard control tests and provide test results to prove compliance with the requirements for the desired type and grade of emulsified asphalt.

END OF SECTION 03145

1 **GENERAL**

1.1 **DESCRIPTION**

Cold Mix Asphalt shall be used for patching potholes and utility cuts primarily during the winter months and early spring before Hot Mix Asphalt is available.

2 **PRODUCTS**

2.1 **ASPHALT CEMENT**

The Asphalt Cement shall be SC-250 which conforms to the requirements listed in Table 1. Asphalt Cement content by dry weight of aggregate shall be from 5.5 - 6.5.

Table 1: Asphalt Cement Properties for Cold Mix Asphalt

Requirements	Asphalt Grade	SC-250	
	ASTM Test Method	Min	Max
Flash point (C.O.C.), °C	D92	80	-
Kinematic Viscosity at 60°C mm ² /s	D2170	250	500
Distillation Test Total Distillate to 360°C % by Volume	D402	4	20
Distillation Residue Kinematic Viscosity at 60°C mm ² /s	D2170	800	10000
Asphalt Residue of 100% Penetration % by mass	D243	60	-
Ductility of 100% Penetration Residue at 25°C cm	D113(1)	100	-
Solubility of Distillation Residue to 360°C cm % by mass	D2042(2)	99.0	-
Water, % by Mass or Volume	D95	-	0.5

Note (1) If the Ductility at 25°C is less than 100, the material will be acceptable if its ductility at 15°C is more than 100.
Note (2) Using trichloroethylene as solvent or use of ignition burn furnace.

2.2 **Aggregate**

The Aggregate gradation for Cold Mix Asphalt shall conform to the Type 3 mix as specified in Section 04010. The maximum allowable mixing temperature is 80°C

3 **MEASUREMENT**

Cold Mix asphalt shall be measured in tonnes of material loaded as determined by scales at the Contractor's plant location.

Material is to be scaled and recorded by the Contractor on duplicate weigh slips. Weigh slips must be signed by both parties at the time of loading and a copy supplied to the City of North Battleford. Tickets shall include a ticket number, gross, net and tare weights, truck number and cumulative total by asphalt type and project for that day.

The weight of each vehicle shall be determined at the beginning of the work with the fuel tank half full, spare tire in place and the driver in the cab. This weight, called the vehicle weight will be checked and/or amended at the discretion of the Engineer.

4 **TESTING**

The supplier shall, prior to initial delivery, undertake standard control tests and provide test results to prove compliance with the requirements for the desired type and grade of asphalt cement as listed in Table 1.

All tests conducted by the City shall be in accordance with the procedures and methods of the American Society for Testing and Materials (ASTM) except where the Canadian Government Specification Board (C.G.S.B.) and the National Standard Council (N.S.C.) of Canada is indicated.

4.1 **QUALITY CONTROL**

Suppliers shall provide all standard control tests as listed in Table 1 for every 100 tonnes of SC-250.

If requested by the City, the supplier shall supply a representative 5 litre sample of SC-250 prior to delivery of any order. The City shall also have the right to obtain samples of not more than 5 litres from each shipment during the course of delivery of any order.

END OF SECTION 03150

1 **GENERAL**

1.1 **DESCRIPTION**

- .1 This section specifies requirements for labour, machinery, equipment and material required to rout cracked asphaltic pavement and supply and place hot-poured rubberized asphalt in transverse and longitudinal cracks.

2 **MATERIALS**

2.1 **SELECTION OF MATERIALS**

- .1 The crack sealant shall be a high-quality rubberized asphalt sealing compound. This material shall adhere to all bituminous and concrete surfaces and have the flexibility and resiliency to withstand pavement temperatures encountered in North Battleford.
- .2 All products must meet or exceed ASTM Specification D6690. The City has approved Crafcro Road Saver 552. This is the only crack seal product approved at this time. Other crack sealing products must be evaluated and approved by the City of North Battleford prior to use.

3 **EQUIPMENT**

The following list of equipment is required but not limited to complete the work.

3.1 **MELTING KNIFE**

The rubberized asphalt sealant shall be heated in a portable, rubber tired, double boiler type unit capable of indirect heating of the sealant. The kettle shall be equipped with:

- Automatic heat controlling device to control product temperature.
- A horizontally mounted built-in paddle agitator capable of automatic operation to keep the sealant under vigorous continuous movement during heating.
- Monitoring the thermometers for the sealant temperature and heat transfer oil if present.
- A positive displacement pump to discharge the sealant via a connecting want such that proper temperatures are maintained.

3.2 **PAVEMENT CRACK ROUTER**

A vertical router capable of cutting grooves with vertical sides in asphaltic concrete pavements to specified widths and depths. Routers must be able to achieve consistent and accurate routing depths. The router must be capable of following meandering cracks with routing restricted to the crack without unnecessary pavement cutting. The router shall be equipped with suitable screens to prevent flying particles that may be hazardous to personnel or may damage vehicles or property.

3.3 **HOT COMPRESSED AIR LANCE (HCA LANCE)**

The HCA Lance shall be capable of providing a combined jet of compressed air and a propane flame capable of clearing, heating, drying and darkening a routed or unrouted crack.

3.4 CRACK FILLING DEVICES AND STRIKE-OFF TOOLS

This equipment must be capable of flattening a head of sealant over the prepared crack if it has been overfilled.

4 EXECUTION

4.1 CRACK PREPARATION

- .1 All areas to be routed and or cleaned shall be inspected by the Engineer prior to the work starting. Cracks less than 19 mm width must be routed to a width of 19mm or greater. Both sides of the crack shall be routed. All cracks routed shall be routed to a minimum depth of 20 mm. Cracks greater than 30 mm shall not be routed or sealed.
- .2 Wedged chips or other non-compressible materials shall be removed prior to sealing. The routed and non-routed crack must be cleaned and heated using HCA lance to remove debris, dust and moisture. The hot rubberized asphalt sealant must be placed within 30 seconds of hot lancing. Pavement surfaces adjacent to the cleaned cracks shall be blown and cleared of all debris that might otherwise contaminate the cleaned crack prior to sealing.

4.2 PREPARATION OF CRACK SEALANT

- .1 During the melting operation, all foreign material shall be prevented from entering the melter. All sealant protection wrapping is to be removed prior to melting the compound if required by the manufacturer. The compound shall be melted slowly with constant agitation. The manufacturer's maximum safe heating temperature and minimum pour temperatures shall be adhered to at all times. The Engineer may allow temperature lower than the minimum pour temperature when the ambient temperature is high or on steep gradients where the sealant might otherwise flow after placement. The maximum crack seal batch size shall be as much crack filling sealant as can be placed in a given day, or 400 liters, whichever is less.
- .2 Reheating unused sealant is not permitted. All overheated, diluted or contaminated material shall be removed from the site and disposed of at the Contractor's expense.

4.3 CRACK SEALING

- .1 At the time of crack filling the ambient temperature shall be a minimum of 5° C and rising. All areas of crack to be sealed shall be inspected by the Engineer prior to placement of the sealant. Crack sealing shall not be performed on alligator cracking or block cracking or cracks wider than 30mm.
- .2 Care is to be taken when filling routed or cleaned cracks. The tip of the wand shall be placed at the bottom of the routed crack or as far into the unrouted crack as possible to ensure uniform application and that no sealant bridges entrapped air pockets. A second application of sealant may be required where excess subsidence occurs. Sealant should be placed so as to fill the route or crack such that both edges of the route or crack are covered.
- .3 After placement of the sealant, excess material should be struck off with a strike-off device to leave a flush surface over the crack. The methods of application must be approved by the Engineer in the field prior to commencement of the work.

- .4 Where pedestrian or vehicular traffic may cause tracking of the sealant (crosswalks or intersections), the sealed cracks shall be dusted with silica sand or cement powder. Supply and placement of this material shall be a subsidiary obligation of the Contractor and as such there will be no direct payment.
- .5 The Contractor shall ensure traffic is not allowed on the newly sealed surface for a period of 1 hour from completion of the crack sealing in order to prevent tracking.
- .6 Damage such as embedded stones, excessive debris or moisture in the sealant or obvious contamination shall be rejected. The defective work shall be repaired, removed, replaced or remedied at the Contractor's cost.
- .7 All debris from the cleaning and routing operation shall be swept or blown from the surface of the roadway into the gutter for removal by City Forces. All refuse such as wrappings, containers or any other debris resulting from this operation shall be gathered and removed from the site on a daily basis by the Contractor.
- .8 The sealed cracks shall be guaranteed for a period of two years from the date of completion of the sealing operation. If, during the warranty period, the sealant pops out or there is an obvious evidence of water or material ingress through the crack, the sealant shall be removed, the crack cleaned and resealed.

4.4 CONCRETE ROADWAY AND SIDEWALK JOINT SEALING

1. Only the deep tooled longitudinal joint located at the top of the rolled curb section of the sidewalk is intended to be sealed. Weeds shall be removed from this joint prior to sealing by handpicking or use of such tools as a rotary edger. The joint shall then be thoroughly cleaned of debris and remaining organic material by hydro blasting or sand blasting. Any other cleaning method requires the Engineer's approval.
2. The concrete faces on either side of the joint shall be dried with compressed air prior to sealing with hot rubberized sealant. Prior to leaving the worksite, the Contractor shall sweep up from both the sidewalk and the gutter all loose debris left as a result of cleaning and shall properly dispose of this debris off-site.
3. The Contractor shall fill these longitudinal joints with rubberized sealant to a minimum depth of 20mm measured from the top of the concrete surface. To ensure proper shape factor and mitigate waste of the sealant product the Contractor shall employ one of the following methods:
 - Insert heat resistant backer rod in the prepared joint. The depth of the backer rod will be set to accommodate the minimum required depth of Hot Rubberized Sealant.
 - Fill the void at the bottom of the prepared joint with fine dry sand. The depth of the sand filler will be set to accommodate the minimum required depth of Hot Rubberized Sealant. After the sand filler has been placed, the exposed sides of the joint between the top of the sand and the top of the concrete shall be wire brushed clean of any sand particles.
 - If the Contractor deems the width of the prepared joint to be sufficiently narrow, he may apply full depth sealant. There will be no additional payment for the extra Sealant used.
4. Transverse joints at 1.5 meter typical spacing extend from back of sidewalk to lip of gutter. The Contractor shall place temporary filler in the transverse joints on both sides of the longitudinal joint. This temporary filler shall match the color of the hot sealant if it is to

be left in place to disintegrate over time or shall be removed after the sealant has set up, with the method of removal such that no holes are left in the sealant afterwards. The Contractor's temporary filler method must be approved by the Engineer prior to the start of the sidewalk crack sealing.

5. Any spillage of sealant on the surface of the concrete sidewalk or curb shall be cleaned up immediately by the Contractor.
6. For aesthetic purposes, the completed longitudinal joint shall be lightly dusted with a fine sand, talcum powder, or cementitious powder at those locations, such as driveway crossings, where there is a risk of traffic driving over newly completed joints.

END OF SECTION 03158

1 GENERAL

1.1 DESCRIPTION

- .1 This work shall consist of removal of asphalt concrete pavement by cold planing in accordance with these specifications and to the specified lines, grade, and cross-section shown on the drawings or as designated by the Engineer.
- .2 The sequence of the locations to be milled will be determined by the Engineer.

1.2 DEFINITIONS

- .1 Reclaimed Asphalt Pavement (RAP): The material produced as a result of cold planing shall be defined as Reclaimed Asphalt Pavement (RAP).

2 EQUIPMENT

2.1 GENERAL

- .1 The equipment for removing the existing asphalt pavement surface shall be a cold planing machine specifically designed for automatically controlled profiling.
- .2 Automatic grade and slope shall be provided for accurately establishing profile grades at each edge of the machine by referencing from the existing asphalt pavement or an independent grade reference, where required, or be capable of automatically maintaining a designated cross slope from a single reference.
- .3 The machine will be self-propelled and shall have sufficient power, traction and stability to maintain an accurate depth of cut.
- .4 The cutting head shall be capable of full drum width milling of a 75 mm thickness of asphaltic concrete in a single pass.
- .5 The equipment shall be equipped with means to effectively control dust generated by the cutting operation.
- .6 Hauling equipment shall be available to receive milled material directly from the milling machine. Personnel shall be provided to insure that all cuttings are removed from street surface within 30 m of milling operation and swept within 150 m. Stockpiling of planed material (RAP) shall not be permitted on the project site.
- .7 Equipment for removing any loose material during the sweeping operation shall have the capability to pick the material up off the milled and/or adjacent roadway and be able to unload onto the hauling equipment.
- .8 The machine shall be capable of producing a minimum coverage of 2,000 m² per hour while planing a minimum of 15 mm of the existing pavement per pass and be able to cut flush to all gutters, curb walls, manholes, valves, catch basins or other obstructions within the paved area.

3 EXECUTION

3.1 CONSTRUCTION

- .1 The Contractor shall provide all necessary labour, materials and equipment to load the RAP into dump trucks supplied by him and hauled to a disposal area designated by the Engineer.
- .2 Sufficient passes, or cuts, shall be made such that all irregularities or high spots are eliminated, and that 100 percent of the surface area is planed to the design grade or to the satisfaction of the Engineer.
- .3 The number of passes required to achieve the specified width and depth shall be determined by the Contractor.
- .4 If the milled surface is to be used as the final wearing surface, the texture produced by the planing operation should be characterized by uniform, discontinuous longitudinal striations or other patterns which will, in the opinion of the Engineer, provide a satisfactory riding surface and skid resistance.
- .5 The milling is to expose frames of all manholes, water valves, survey monuments, power and telephone poles and water valves to the required depth of milling.
- .6 Dust produced shall be controlled to a level acceptable to the Engineer.
- .7 When existing asphalt pavement removal is to be completed across the entire roadway width, it shall be completed to a uniform termination point in any given working day. For divided roadways, the interpretation of “entire roadway width” shall be that portion of the roadway facility associated with the movement of traffic in one direction.
- .8 At the point of daily termination of removal operations, abrupt changes in the roadway surface profile shall be avoided. The longitudinal transition shall be a maximum of 25 mm vertically per meter.
- .9 In the event the entire roadway of pavement along a section has not been milled by the end of the working period, resulting in a vertical longitudinal face, the maximum deviation between the two surfaces should not exceed 40 mm.
- .10 Vertical cuts along a gutter line will be allowed at the end of the working period. Should the depth of cut be 75 mm or greater, proving hazardous to traffic, suitable signing and/or warning devices shall be provided by the Contractor.
- .11 Existing asphalt pavement that cannot be removed by the milling equipment because of physical or geometrical restraints should be removed by other methods suitable to the Engineer.
- .12 All RAP shall be loaded directly onto trucks from the milling machine and hauled to the designated stockpile site.
- .13 The milling equipment shall be operated and maintained in such a manner that tearing and breaking out of the underlying and adjacent material is minimized.
- .14 The resultant milled roadway surface shall be swept clean immediately after the removal of the milled material, and in no case should the sweeping operation be more than 100 meters behind the milling operation.

- .15 Any distress of the newly milled surface caused by the milling which may constitute a driving hazard, shall be promptly repaired to the satisfaction of the Engineer.
- .16 The contractor shall at all times minimize contamination of the RAP with granular or deleterious material.
- .17 The Contractor shall make necessary allowances for drainage of water that may pond in areas where the milled sections have not been paved.
- .18 Certain streets may require night planing or weekend planing as designated by the Engineer. Upon completion of planing, the surface shall be left in such condition that it can be reopened to traffic as soon as the loose materials have been removed.

3.2 OWNERSHIP

- .1 The Contractor shall assume ownership of the RAP. The Contractor shall haul and place the RAP at an Engineer approved stockpile area on site or disposed of or stockpiled in a location determined by the Contractor.

END OF SECTION 03160

1 GENERAL

1.1 PROTECTION

- .1 Protect existing items designated to remain. In the event of damage to such item, immediately replace or make repairs to approval of the Engineer at no cost to the Owner.

2 EXECUTION

2.1 EQUIPMENT

- .1 All proposed routes for hauling equipment must be approved by the appropriate road authority prior to commencement of the work.
- .2 Trucks must be loaded in such a manner that no spillage occurs, and care must be taken to prevent dragging construction materials onto improved streets.
- .3 Haul routes must be kept clear and free from dust by grading and sprinkling with moisture whenever, if in the opinion of the Engineer, conditions warrant this treatment.
- .4 All excavating and hauling equipment must be equipped with suitable muffling systems.

2.2 PREPARATION

- .1 Inspect the site and verify with the Engineer, items designated for removal and items to remain.
- .2 Locate and protect utility lines. Preserve in operating condition active utilities traversing the site.

2.3 REMOVAL OF EXISTING CONCRETE

- .1 Remove existing curbs, gutters, and sidewalks and other structures shown on the drawings or as directed by the Engineer.
- .2 Cut existing concrete neatly, and load and haul debris to a designated disposal area or approved facility.
- .3 Avoid damage to adjacent concrete surfaces not scheduled for removal. Damages will be the responsibility of the Contractor.
- .4 Properly sign and barricade areas of removed concrete areas.
- .5 Deter the public from access to the removed concrete areas until the new concrete has been replaced and hardened.

2.4 REMOVAL OF EXISTING ASPHALT

- .1 Remove existing pavement structure as indicated on the drawings or as identified by the Engineer.
- .2 Do not disturb adjacent items designated to remain in place.
- .3 In removal of pavement:
 - 1. Square up adjacent surfaces to remain in place by saw cutting or other methods approved by the Engineer.

2. Protect adjacent joints and load transfer devices.
3. Protect and stockpile underlying granular materials for re-use as directed by the Engineer.

2.5 DISPOSAL

- .1 Recycle removed concrete and asphalt in a suitable manner.
- .2 If recycling is not available, removed concrete and asphalt shall be separated and disposed of at an Engineer approved facility.

2.6 RESTORATION

- .1 Upon completion of the work, remove debris, trim surfaces and leave work site clean.
- .2 Reinstate areas and existing works to original or better condition.

END OF SECTION 03200

1 GENERAL

1.1 DESCRIPTION

This section specifies requirements for temporary security fencing around excavation areas, working areas, environmental reserve areas, and protected areas.

1.2 RELATED WORK SPECIFIED IN OTHER SECTIONS

- Section 01223- Trenching

1.3 TEMPORARY FENCING

- .1 Temporary fencing around excavations shall be polyethylene safety fence or approved alternate.
- .2 Temporary fencing around environmental reserve and protected areas shall be polyethylene safety fence or approved alternate.

2 PRODUCTS

2.1 MATERIALS

2.1.1 Polyethylene Safety Fence

High density polyethylene fencing material with; 33mm x 33mm square or diamond shaped mesh, minimum height of 1200mm, orange color. Tensar Safety Grid-GS as manufactured by Nilex Inc. or approved alternate.

2.1.2 Posts

- .1 Studded Steel T-Posts - Minimum length – 900mm longer than the fabric width.
- .2 Portable Posts - The Contractor shall submit details for approval.

2.1.3 Gates

The Contractor shall submit details for approval for gates for access to working area.

3 EXECUTION

3.1 GRADING

Remove debris and grade between posts to provide ground clearance between 40mm and 100mm.

3.2 POST SPACING

Space T-posts at 3.0m centre to centre, if portable posts are used, reduce spacing to suit.

3.3 POST-SETTING – T-POSTS

- .1 Drive T-posts into the ground, at specified spacing.
- .2 Set posts in line and plumb so that the fence forms a straight line between corner posts.
- .3 Install straining posts where required.

3.4 FABRIC INSTALLATION

- .1 Set braces for gates and corners.
- .2 Install fabric in accordance with the manufacturer's instructions.
- .3 Fasten fabric to posts and bracing wire with nylon ties.
- .4 Stretch fabric and secure using steel bars in accordance with the manufacturer's instructions.

3.5 CLEAN-UP

Clean up debris and trim all areas disturbed.

END OF SECTION 08050

1 GENERAL

1.1 DESCRIPTION

- .1 This section specifies the supply and installation of Regulatory Roadway Signs for the normal use of roadways.

1.2 DESIGN REQUIREMENTS

- .1 Sign supports and appurtenances to be capable of withstanding summation of the following loads:
 - .1 Wind and ice loading specified to be consistent with anticipated loads in the City of Medicine Hat. Refer to the National Building Code of Canada and/or Provincial Building Code.
 - .2 Dead load of signboards, sign supports and appurtenances.
 - .3 Ice load on one face of signboards and around surface of all structural members and appurtenances.
- .2 Structural deflections and vibration in accordance with American Association of State Highway and Transportation Officials (AASHTO), "Specification for the Design and Construction of Structural Supports for Highway Signs".

1.3 SHOP DRAWINGS

- .1 Submit shop drawings for signage structures indicating product data and design.

2 PRODUCTS

2.1 SIGN SUPPORTS

- .1 Steel posts:
 - .1 To CAN-G40.21, (4) m long, flanged "U" shaped in cross section, measuring (65) mm wide by (30) mm deep.
 - .2 Metal thickness: (4.5) mm.
 - .3 Hot dipped galvanized: to CAN/CSA-G164.
 - .4 Standard tubular supports for small signs: to ASTM B210M.
- .2 Base plates:
 - .1 To ASTM B209M.
- .3 Fasteners:
 - .1 Bolts, nuts, washers and other hardware for roadside signs to be cast aluminum alloy, or galvanized steel.

2.2 SIGN BOARDS

- .1 Aluminum sheet to ASTM B209M, pre-cut to required dimensions. Minimum thickness shall be 1.6 mm for signboards up to 750 mm wide. Minimum thickness for signboards 750 3 1200 mm wide shall be 2.0 mm.

- .2 Connecting straps and bracket to ASTM B209M.
- .3 3M HI-Intensity Scotchlite or equal approved by the Engineer.

2.3 FABRICATION

.1 Signboards

- .1 Aluminum blanks shall be degreased, etched and bonderized with chemical conversion coating. Clean surfaces with xylene thinner. Aluminum signboards shall be painted prior to installation. Spray and back face of signboards with two coats of enamel in accordance with CAN/CGSB-1.104.

3 EXECUTION

3.1 GENERAL

- .1 The Engineer will provide plan layout information in the form of a base line for the installation of permanent signs. The Contractor shall establish the height and elevation of the sign and install it in accordance with the plans or as directed by the Engineer.
- .2 The Contractor shall have all utilities located prior to digging holes for sign posts. Any adjustments to the location of the signs will be subject to the approval of the Engineer.
- .3 Signs shall be mounted to the posts in accordance to Standard Drawing MW 200.
- .4 The installed sign shall be clean and not bent or twisted. The reflectorized surface shall be free of scratches, dents and marks and must be securely fastened to the post.
- .5 The disturbed area around all installations shall be restored to the original contours or as directed by the Engineer.

3.2 INSTALLATION OF BREAKAWAY STEEL POSTS

- .1 Breakaway steel posts shall be installed to within 1.5 degrees of vertical and as indicated on the drawings.
- .2 Breakaway steel posts are to be driven to the required depth without damage to the posts. If rock or concrete is encountered, auger the post holes to the required depth and backfill the post with material free of organics. All backfill shall be placed in 150 mm thick lifts and thoroughly compacted for the full depth.
- .3 Damage to galvanized surfaces shall be repaired by treating the damaged areas with zinc rich paint conforming to MIL SPEC DOD-P-21035.

3.3 INSTALLATION OF WOODEN POSTS

- .1 Wooded posts shall be installed to within 1.5 degrees of vertical and as indicated on the drawing.
- .2 Wooden posts shall be set in augured holes to the required depth. The wooden post shall be backfilled with material free of organics. Backfill shall be placed in 150 mm thick lifts and thoroughly compacted for the full depth.

3.4 INSTALLATION OF CONCRETE BASES

- .1 Concrete bases shall be installed as shown on the drawings. The Contractor shall excavate hole to a minimum of 300 mm larger than the base and the base shall be installed in the center of the excavation. The concrete base shall be backfilled with material free of organics. Backfill shall be placed in 150 mm thick lifts and thoroughly compacted for the full depth.

END OF SECTION 08100