

**26-1 GENERAL**

Existing asphalt concrete pavement shall be cold planed at the locations shown or specified in the Contract and in accordance with these Specifications, unless directed otherwise by the City.

Cold-planing machines shall have a cutter head not less than thirty inches (30”) in width and shall be operated so as not to produce fumes or smoke. The cold-planing machine shall be capable of planing the pavement without requiring the use of a heating device to soften the pavement during or prior to the planing operation.

The depth, width and shape of the cut shall be as shown or specified in the Contract or as directed by the City. The final cut shall result in a uniform surface conforming to the details shown or specified in the Contract. The outside lines of the planed area shall be neat and uniform.

The Contractor shall remove existing asphalt concrete from the top of the gutter pan and from the face of gutter lip as directed by the City. The Contractor shall not damage the surfacing to remain in place or the gutter lips during the planing operation. The Contractor shall replace damaged gutter lips with spalls in excess of one-half inch (1/2”) deep by three inches (3”) long at the Contractor’s expense.

Streets being planed shall be swept with a mechanical type pickup machine throughout the course of planing operations and shall be left clean of all planing debris at the end of each Working Day. Planing debris shall not be spilled into drain inlets and rail tracks, and the Contractor shall clean up any spillage immediately. All vegetation shall be removed from the gutter lip and other street areas to be resurfaced.

The planed material shall remain the property of the Contractor, unless otherwise specified in the Special Provisions.

At the option of the Contractor, planed material may be used as fill material within the balance of the project and shall be considered as included in the price paid for Imported Borrow.

**26-2 PAVEMENT KEY CUTTING**

Pavement key cutting shall consist of cold planing asphalt concrete pavement adjacent to the lip of gutters and across street intersections, as shown on the Plans. Cold planing for pavement key cutting shall be to a minimum depth of one and one-half inches (1-1/2”) adjacent to the gutter lip and shall be tapered to the existing pavement grade over a distance of approximately twelve feet (12’) from the gutter lip, as shown on the approved plans or as otherwise directed by the City.

At cross-streets within the limits of the Work, pavement key cutting shall continue in a straight line from curb line to curb line parallel to the direction of work. Elevation differences between the pavement key cutting and cross-streets shall be lessened with temporary asphalt concrete tapers. The slope of the temporary asphalt concrete tapers shall not be greater than one inch (1”) vertical in twelve inches (12”) horizontal. Asphalt concrete for tapers shall be commercial quality and may be spread and compacted by any method that will produce a smooth riding surface. Temporary asphalt concrete tapers and all loose material from the underlying surface shall be completely removed before placing the permanent surfacing.

At the beginning and ending limits of the planing work, a planed pavement conform shall be constructed as specified in Section 26-4, “Planed Pavement Conforms”, in this Section of these Specifications.

**26-3 PAVEMENT PLANING**

Pavement planing shall consist of cold planing a continuous width of asphalt concrete pavement, to the limits shown or specified in the Contract. The depth of planing below gutter lips shall equal the specified thickness of asphalt concrete overlay as shown or specified in the Contract. The depth of planing at the street centerline shall equal the specified thickness of asphalt concrete to be placed on the street, and shall slope smoothly from the lip of gutter to the street centerline. Planing must take place within five (5) days of paving operations.

Planed widths of pavement shall be continuous except for special treatment at traffic signal detector loops and at manhole rims as shown or specified in the Contract or as directed by the City. In areas where full width planing is not possible because of traffic signal detector loops, separation shall be maintained from traffic signal detector saw cuts and loops. Pavement planing shall be to within one foot (1') horizontally of manhole rim on all sides.

At cross streets, the planing shall be carried around the radius and extended 10' beyond BC/EC, unless otherwise directed by the City.

At the end of each Working Day there shall not be any elevation difference between planed and un-planed pavement in the traveled vehicle lanes. Any differences that parallel the centerline of the street shall be sloped by either temporary asphalt concrete tapers or additional planing to produce a bevel within the planed pavement. The slope of either the temporary asphalt concrete tapers or the bevel shall not be greater than one inch (1") vertical in twelve inches (12") horizontal. When temporary asphalt concrete tapers are used, asphalt concrete for tapers shall be Type "B" commercial quality and may be spread and compacted by any method that will produce a smooth riding surface. Temporary asphalt concrete tapers and all loose material from the underlying surface shall be completely removed before placing the permanent surfacing. Elevation differences between planed pavement and lips of gutters are not required to be sloped.

Elevation differences perpendicular to the centerline of the street or elevation differences between the planed street and cross-streets shall be lessened with temporary asphalt concrete tapers, as specified above. Temporary asphalt concrete tapers and all loose material from the underlying surface shall be completely removed before placing the permanent surfacing.

At the limits of the planing work, a planed pavement conform shall be constructed as specified in Section 26-4, "Planed Pavement Conforms", in this Section of these Specifications, or as directed by City.

Contractor shall provide a means for temporary lane delineation, including centerline (yellow) and lane lines (white), between the time of planing operations and roadway paving, as specified in Section 6-13, "Public Safety and Traffic Control", of these Specifications.

**26-4 PLANED PAVEMENT CONFORMS**

Planed pavement conforms shall be constructed at the limits of the Work as shown or specified in the Contract and as directed by the City.

Except on residential streets or where otherwise shown or specified in the Contract, where the beginning or ending limit is a cross street, a fifty-foot (50') planed conform or as directed by the City; extending to the round corner of the cross street shall be constructed to the dimensions and depths of cut shown or specified in the Contract. On residential streets, an eighteen-foot (18') planed pavement conform or as directed by the City shall be constructed. The slope of the temporary asphalt concrete tapers at the limits shall not be greater than one inch (1") vertical to

thirty-six inches (36") horizontal.

Where the beginning or ending limit is not at a cross street, or where a cross street or other such feature that is not to be resurfaced causes a discontinuity in the Work, a planed pavement conform shall be constructed. The conform shall span the full width of the street for a distance of fifty feet (50') back from the limit line or feature causing the discontinuity in the work. At bridge decks the conform shall span the full width of the street for a distance of fifty feet (50'). The depth of cut shall be one and one-half inches (1-1/2") at the limit of work and shall be progressively decreased to zero (0") over the conform length.

Planed pavement conforms shall also be constructed at freeway entrance and exit ramps and at right and left long-radius turn lanes which diverge from or converge onto the street to be resurfaced. These conforms shall span the full width of the ramp or turn lane for a minimum of eighteen feet (18') and shall be constructed where shown on the Plans or directed by the City.

### **26-5 PAVEMENT REINFORCING FABRIC**

Pavement reinforcing fabric shall be installed in conformance with the provisions in Sections 39-2.01B(9) Geosynthetic Pavement Interlayer, 39-2.01C(3)(g) Geosynthetic Pavement Interlayer , and ) and 96-1.02J Paving Fabric through 96-1.02M Paving Geocomposite Grid of the State Standard Specifications, the manufacturer's recommendations, and the Contract.

Pavement fabric shall be used in pavement overlay areas where shown or specified in the Contract and shall extend at least two feet (2') beyond any joints between the new pavement section and the overlay section. When installed, the fabric shall be a minimum of twenty-four inches (24") away from the lip of gutter and from the edge of pavement.

After thoroughly cleaning the surface to receive fabric, all cracks greater than one-quarter inch (1/4") in width shall be filled with a hot asphaltic crack filler and allowed to cure. Crack filler shall not extend above the existing pavement surface. Crack filler material shall be paid for under the unit price bid per pound for crack filler, and no additional payment will be made. If a leveling course is used, crack sealing is not required. Type "A" three-eighths inch (3/8") maximum gradation leveling course material shall be placed prior to pavement reinforcing fabric. Leveling course material shall be placed as shown on the Plans and paid for under the unit price bid per ton for asphalt concrete, and no additional payment will be made.

The minimum asphalt binder temperature shall be 290 degrees F, with a distributor tank temperature not to exceed 324 degrees F. The asphalt binder shall be placed at a rate of one-quarter gallon (0.25 gal.) per square yard, or as directed by the City.

If mechanical laydown equipment is used, it must be capable of handling full rolls of fabric and be capable of laying the fabric smoothly without excessive wrinkles and/or folds.

### **26-6 MEASUREMENT**

Cold planing asphalt concrete for pavement key cutting will be measured by the linear foot for the pavement key cutting width shown or specified in the Contract. The quantity to be paid for will be the actual length of pavement cold planed, irrespective of the number of passes required to obtain the specified depth.

Cold planing asphalt concrete for pavement planing of continuous widths of asphalt concrete pavement will be measured by the square yard. The quantity to be paid for will be the actual area of pavement cold planed, irrespective of the number of passes required to obtain the specified

depth.

Planed pavement conforms will be measured by the square yard. The quantity to be paid for will be the actual area of pavement conforms planed, irrespective of the number of passes required to obtain the specified depth.

Quantities of pavement reinforcing fabric, including binder, will be measured by the area of roadway covered with pavement fabric, not the area or quantity of fabric installed. Placement of pavement fabric beyond the limits shown or specified in the Contract, without written direction from the City, shall not be allowed and no payment will be made.

**26-7 PAYMENT**

The price paid per linear foot for pavement key cutting for the width shown on the Plans includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in pavement key cutting, complete in place, including disposal or transport of planed material, as shown or specified in the Contract, specified in these Specifications, and directed by the City.

The price paid per square foot for pavement planing includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in pavement planing, complete in place, including disposal or transport of planed material, as shown or specified in the Contract, specified in these Specifications, and directed by the City.

The price paid per square foot for planed pavement conforms includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in planed pavement conforms, complete in place, including disposal or transport, and processing for fill of planed material, as shown or specified in the Contract, specified in these Specifications, and directed by the City.

Full compensation for furnishing asphalt concrete for temporary tapers and for constructing, maintaining, removing, and disposing of the tapers is included in the prices paid for the various items of work involved in cold planning asphalt concrete pavement, and no additional compensation will be paid.

Full compensation for furnishing and applying the pavement reinforcing fabric, the binder, and for furnishing and spreading sand to cover exposed binder material, as necessary, or as directed by City, and all preparation activities, including, but not limited to, street cleaning and crack sealing, is incidental and included in the unit price paid for reinforcing fabric and no additional compensation will be paid.