

SECTION 13

ASPHALT CONCRETE

13-1 GENERAL

- A. Asphalt concrete shall conform to Section 39, "Asphalt Concrete", of the Caltrans Standard Specifications except as modified herein.

13-2 PRODUCTS

A. Prime Coat

1. The liquid asphalt for prime coat shall conform to Section 92 "Asphalt Binders" of the Caltrans Standard Specifications and shall be Performance Graded PG 64-10.

B. Paint Binder

1. The asphaltic emulsion for paint binder shall conform to Section 94, "Asphaltic Emulsions", of the Caltrans Standard Specifications and shall be Grade SS-1.

C. Asphalt Concrete

1. Asphalt concrete shall be Type B and shall be of the thickness as shown on the Drawings. Aggregate grading shall be the following:

AC Layer	Aggregate Grading
Surface Course (Pavement)	1/2" maximum, medium
Leveling Course	3/8" maximum
Patches, Trenches, Valves & Manholes	3/8" maximum
Base Repair Course	3/4" maximum, medium
Skin Patching	1/4" fine

2. The surface layer of asphalt concrete shall not exceed two-and-one-half (2-1/2) inches and not be less than one-and-one-half (1-1/2) inches in compacted thickness. Asphalt binder to be mixed with aggregate shall be PG 64-10 steam-refined paving asphalt conforming to the provisions of Section 92, "Asphalt Binders", of the Caltrans Standard Specifications.

13-3 EXECUTION

- A. Prime Coat - Liquid asphalt shall be furnished and applied as a prime coat on a prepared subgrade at the locations shown on the Drawings or as directed by the Engineer. The prime coat shall be applied at the approximate rate of 0.25 gallons per square yard of surface covered. Sand cover shall be applied at driveways, in intersections and to the roadbed surface where continuous traffic access must be maintained.

- B. Paint Binder - A paint binder of asphaltic emulsion shall be furnished and applied in accordance with the provisions of Sections 39 and 94 of the Caltrans Standard Specifications and shall be applied to all vertical surfaces of existing pavement, curbs, gutters and construction joints in the surfacing against which additional material is to be placed, to horizontal surfaces including planed surfaces, HMA and PCC, and to other surfaces designated by the Engineer. Paint binder shall be applied in one application at a rate of 0.05 gallons per square yard of surface covered or at a rate established by the Engineer.

- C. Asphalt Concrete
 - 1. Spreading and Compaction - The edge of the existing pavement shall be trimmed to a neat line and the surface course of the new paving shall be joined to the existing paving by wedge cutting. This edge of the existing pavement shall be wedge cut to a neat line and swept prior to application of the new surface course.

 - 2. Spreading and compaction equipment and operations shall conform with the provisions of Sections 39-2, "Spreading and Compacting Equipment"; 39-2, "Spreading and Compacting" and 39-2, "Miscellaneous", of the Caltrans Standard Specifications, unless otherwise specified. The Contractor and the Engineer will come to an agreement two (2) working days in advance of any paving operation regarding the pass widths, the establishment of control to maintain uniform grade, and the compaction equipment and procedures to be used.

 - 3. Segregation shall be avoided, and the surfacing shall be free of lumps and pockets of coarse or fine material. The final lift shall be spread by an asphalt concrete paver which is a self-contained and self-powered unit with an activated screed capable of spreading and finishing an asphalt concrete mixture to the required thickness true to the line, grade and crown required. The complete surfacing shall be thoroughly compacted, smooth, true-to-grade and free from ruts, humps, depressions or other irregularities.

4. Grade Tolerance - The surface tolerance for the surface course shall be as specified in Section 39-2, "Compacting", of the Caltrans Standard Specifications.
 5. Conforms - Asphalt concrete conforms shall receive a sand seal coat as required for public conveyance.
- D. Saw-cutting - At all locations where new asphalt will be installed to abut existing asphalt, the existing asphalt shall be saw-cut to conform to the line of abutment, such cutting shall be done in such a manner that spalling and cracking of the existing asphalt which is to remain in place is avoided. All damaged existing asphalt which is to remain in place shall be replaced at the Contractor's expense. The saw-cut shall be to the full depth of the existing asphalt.
- E. At locations where new asphalt abuts existing asphalt, a two (2) foot wide oil and sand seal shall be placed, with one (1) foot on the existing pavement and one foot on the new pavement, the same day the street is resurfaced. Excess sand shall be removed immediately.
- F. The disposal of materials and/or slurry from saw-cutting shall conform to Section 3-4, Pollution Control and Section 8, "Storm Water Pollution Prevention", of the Standard Drawings and Specifications.

END OF SECTION