

SECTION 490 SALVAGED ASPHALTIC PAVEMENT

490.1 Description

- (1) This section describes recovering existing asphaltic pavement or surfacing, from locations the contract or the engineer specifies, and hauling and stockpiling that salvaged material.

490.2 (Vacant)

490.3 Construction

490.3.1 General

- (1) Haul the salvaged material from the grade to the stockpile location.
- (2) Stockpile the salvaged material at a location the contract specifies or where it will minimize the hauling required to place the material under the Salvaged Asphaltic Pavement Base bid item. Prepare the stockpile foundation to minimize contamination of the salvaged material. Ensure that the stockpile foundation is free of clods, lumps, or stones larger than 2-inch (50 mm) in any dimension.
- (3) Unless the contract specifies otherwise, material in excess of that subsequently incorporated in the work under the Salvaged Asphaltic Pavement Base bid item becomes the contractor's property.

490.3.2 Full-Depth Salvaging

- (1) Under the Salvaged Asphaltic Pavement bid item, remove the existing asphaltic pavement or surfacing full-depth without incorporating or damaging the underlying materials. The engineer may suspend the work if excessive amounts of underlying or shoulder materials are included in the removal.

490.3.3 Partial-Depth Salvaging

- (1) Under the Salvaged Asphaltic Pavement Milling bid item, remove the existing asphaltic pavement or surfacing partial-depth. Provide a uniform milled surface that is reasonably plane, free of excessively large scarification marks, and has the grade and transverse slope the plans show or the engineer directs. Do not damage the remaining pavement.
- (2) Use a self-propelled milling machine with depth, grade, and slope controls. Shroud the drum to prevent discharging loosened material into adjacent work areas or live traffic lanes. Provide an engineer-approved dust control system.
- (3) Maintain one lane of the roadway for traffic at all times during working hours. Unless using a continuous removal and pick-up operation, do not windrow or store material on the roadway. Clear the roadway of all materials and equipment during non-working hours. Grade shoulders adjacent to milled areas by the end of each work day to provide positive drainage of the pavement. Do not allow abrupt longitudinal differences of 2 inches (50 mm) or more between lanes during non-working hours. The engineer may waive one or more of these requirements if the highway is closed to traffic or if a particular operation does not endanger traffic.

490.4 Measurement

- (1) The department will measure Salvaged Asphaltic Pavement and Salvaged Asphaltic Pavement Milling either by the ton or square yard acceptably completed.
- (2) For measurement by the ton, the department will determine the weight based on contractor-provided tickets. Give the engineer a ticket, for each load showing the net weight of the load, the type of material, the date, and project number. For small quantities, the engineer may measure the volume in the truck and convert to a weight as allowed under 109.1.4.
- (3) The department will make no deductions from the volume measured under the Excavation bid items for pavement removed full-depth under the Salvaged Asphaltic Pavement bid item.

490.5 Payment

- (1) The department will pay for measured quantities at the contract unit price under the following bid items:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
490.0100	Salvaged Asphaltic Pavement	SY
490.0105	Salvaged Asphaltic Pavement	TON
490.0200	Salvaged Asphaltic Pavement Milling	SY
490.0205	Salvaged Asphaltic Pavement Milling	TON

- (2) Payment for Salvaged Asphaltic Pavement is full compensation for full-depth salvaging; and for hauling and stockpiling the salvaged material.
- (3) Payment for Salvaged Asphaltic Pavement Milling is full compensation for partial-depth salvaging; and for hauling and stockpiling the salvaged material.