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# 321216 - Attachment A - Porous Asphalt Pavement and Infiltration Beds

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# UNHSC Design Specifications for Porous Asphalt Pavement and Infiltration Beds

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# UNHSC DESIGN SPECIFICATIONS FOR POROUS ASPHALT PAVEMENT AND INFILTRATION BEDS

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# UNHSC DESIGN SPECIFICATIONS FOR POROUS ASPHALT PAVEMENT AND INFILTRATION BEDS

## NOTICE

The specifications listed herein were developed by the UNHSC for UNHSC related projects and represent the author's best professional judgment. No assurances are given for projects other than the intended application. These design specifications are not a substitute for licensed, qualified engineering oversight and should be reviewed, and adapted as necessary.

## ACKNOWLEDGEMENTS

The original 2007 specifications were completed by collaboration between the University of New Hampshire, of Durham, New Hampshire, and Pike Industries Inc., of Belmont, New Hampshire. The principal UNH authors were Joshua F. Briggs, Robert M. Roseen, PE, PhD, and Thomas P. Ballestero, PE, PhD, PH, CGWP, PG. The principal author from Pike Industries was the Corporate Quality Control Manager, Jeff Pochily. Other contributions to the project were made by Grant Swenson, also of Pike Industries. The revised specifications (2009) were prepared by the UNHSC after a round table discussion with New Hampshire Asphalt Manufacturers (Rick Charbonneau, Mark Charbonneau, and Keith Dane of Continental Paving, Jeff Lewis of Brox Industries, and Mary Wescott, Dave Duncan, and Jeff Pochily of Pike Industries) and a round table discussion with design engineers. The 2009 specifications were also reviewed and revised by Antonio P. Ballestero, Jr., PE.

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## PART 1 GENERAL

### 1.1 DESCRIPTION

A. This specification is intended to be used for porous asphalt pavement in parking lot applications. Stormwater management functions of porous asphalt installations include water quality treatment, peak flow reduction, storm volume reduction via groundwater recharge, and increased hydrograph time lag. This specification is intended for a cold climate application based upon the field experience at the UNHSC porous asphalt parking lot located in Durham, New Hampshire, however the specification can be adapted to projects elsewhere provided that selection of materials and system design reflects local conditions, constraints, and objectives.

B. The work of this Section includes subgrade preparation, installation of the underlying porous media beds, and porous asphalt mix (mix) design, production, and installation. Porous media beds refer to the material layers underlying the porous asphalt pavement. Porous asphalt pavement refers to the compacted mix of modified asphalt, aggregate, and additives.

C. The porous asphalt pavement specified herein is modified after the National Asphalt Pavement Association (NAPA) specification outlined in *Design, Construction, and Maintenance Guide for Porous Asphalt Pavements, Information Series 131* (2003) and *Design, Construction, and Maintenance of Open-Graded Friction Courses, Information Series 115* (2002).

D. Alternative specifications for mix, such as Open Graded Friction Courses (OGFC) from Federal Agencies or state Departments of Transportation (DOT), may be used if approved by the Engineer. The primary requirements for the specifications of the mix are performance grade (PG) asphalt binder, binder content, binder draindown, aggregate gradation, air void content, retained tensile strength (TSR).

### 1.2 SUBMITTALS

A. Submit a list of materials proposed for work under this Section including the name and address of the materials producers and the locations from which the materials are to be obtained.

B. Submit certificates, signed by the materials producers and the relevant subcontractors, stating that materials meet or exceed the specified requirements, for review and approval by the Engineer.

C. Submit samples of materials for review and approval by the Engineer. For mix materials, samples may be submitted only to the QA inspector with the Engineer's approval.

*D.* Submittal requirements for samples and certificates are summarized in 1.3 QC*/QA*

A. Use adequate numbers of skilled workers who are thoroughly trained and experienced in the necessary crafts and who are completely familiar with the specified requirements and the methods needed for proper performance of the work in this section.

B. Codes and Standards - All materials, methods of construction and workmanship shall conform to applicable requirements of AASHTO ASTM Standards, NHDOT Standard Specifications for

Road and Bridge Construction, latest revised (including supplements and updates), or other standards as specified.

C. QC/QA requirements for production of mix are discussed in the Materials section, and for construction of the porous media beds and paving in the Execution section.

E. Table 1 and discussed in further detail in the Materials section.

## 1.3 QC/QA

D. Use adequate numbers of skilled workers who are thoroughly trained and experienced in the necessary crafts and who are completely familiar with the specified requirements and the methods needed for proper performance of the work in this section.

E. Codes and Standards - All materials, methods of construction and workmanship shall conform to applicable requirements of AASHTO ASTM Standards, NHDOT Standard Specifications for Road and Bridge Construction, latest revised (including supplements and updates), or other standards as specified.

F. QC/QA requirements for production of mix are discussed in the Materials section, and for construction of the porous media beds and paving in the Execution section.

**Table 1. Submittal requirements.**

| Material or Pavement Course* | Properties to be reported on Certificate** |
|---|---|
| choker course, reservoir course | gradation, max. wash loss, min. durability index, max. abrasion loss, air voids (reservoir course) |
| filter course | gradation, permeability/ sat. hydraulic conductivity |
| filter blanket | gradation |
| geotextile filter fabric | manufacturer's certification, AOS/EOS, tensile strength |
| striping paint | certificate |
| binder | PGAB certification |
| coarse aggregate | gradation, wear, fracture faces (fractured and elongated) |
| fine aggregate | gradation, |
| silicone | manufacturer's certification |
| Fibers (optional) | manufacturer's certification |
| mineral filler (optional) | manufacturer's certification |
| fatty amines (optional anti-strip) | manufacturer's certification |
| hydrated lime (optional anti-strip) | manufacturer's certification |

* Samples of each material shall be submitted to the Engineer (or QA inspector for mix). These samples must be in sufficient volume to perform the standardized tests for each material.
** At a minimum, more material properties may be required (refer to Materials Section).

## 1.4 PROJECT CONDITIONS

A. Site Assessment should be performed per the steps outlined in *IS 131* (NAPA, 2003).

B. Construction Phasing should be performed as outlined in IS 131 (NAPA, 2003).

C. Protection of Existing Improvements
    1. Protect adjacent work from the unintended dispersal/splashing of pavement materials. Remove all stains from exposed surfaces of pavement, structures, and grounds. Remove all waste and spillage. If necessary, limit access to adjacent work/structures with appropriate signage and/or barriers.
    2. Proper erosion and sediment control practices shall be provided in accordance with existing regulations. Do not damage or disturb existing improvements or vegetation. Provide suitable protection where required before starting work and maintain protection throughout the course of the work. This includes the regular, appropriate inspection and maintenance of the erosion and sediment control measures.
    3. Restore damaged areas, including existing pavement on or adjacent to the site that has been damaged as a result of construction work, to their original condition or repair as directed to the satisfaction of the Engineer at no additional cost.

D. Safety and Traffic Control
    1. Notify and cooperate with local authorities and other organizations having jurisdiction when construction work will interfere with existing roads and traffic.
    2. Provide temporary barriers, signs, warning lights, flaggers, and other protections as required to assure the safety of persons and vehicles around and within the construction area and to organize the smooth flow of traffic.

E. Weather Limitations
    1. Porous asphalt, Open graded friction course, or dense-mixed asphalt shall not be placed between November 15 and March 15, or when the ambient air temperature at the pavement site in the shade away from artificial heat is below 16 °C (60 °F) or when the actual ground temperature is below 10 °C (50 °F). Only the Engineer may adjust the air temperature requirement or extend the dates of the pavement season.
    2. The Contractor shall not pave on days when rain is forecast for the day, unless a change in the weather results in favorable conditions as determined by the Engineer.

## 1.5 REFERENCES


A. *General Porous Asphalt Bituminous Paving and Groundwater Infiltration Beds,* specification by UNH Stormwater Center, February, 2005.
B. *Design, Construction, and Maintenance Guide for Porous Asphalt Pavements, Information Series 131*, National Asphalt Pavement Association (NAPA), 2003.
C. *Design, Construction, and Maintenance of Open-Graded Friction Courses, Information Series 115*, NAPA, 2002.
D. *Annual Book of ASTM Standards*, American Society for Testing and Materials, Philadelphia, PA, 1997 or latest edition.
E. *Standards of the American Association of State Highway and Transportation Officials* (AASHTO), 1998 or latest edition.
F. *Section 401- Plant Mix Pavements – General*, in *Standard Specifications for Road and Bridge Construction – State of New Hampshire Department of Transportation,* 2006.
G. *Section 02725 - General Porous Pavement and Groundwater Infiltration Beds*, specification from NAPA Porous Asphalt Seminar handout, Cahill Associates, Inc., 2004.
H. *Correlations of Permeability and Grain Size*, Russell G. Shepherd, Groundwater 27 (5), 1989.

I. *Groundwater*, R. Allan Freeze and John A. Cherry, 1979.

## PART 2 PRODUCTS

## 2.1 MATERIALS

### A. Porous Media Infiltration Beds

Below the porous asphalt itself are located the porous media infiltration beds (Figure 1), from top to bottom: a 4" – 8 "(10 - 20 cm) (minimum) thick layer of choker course of crushed stone (8" is preferable to alleviate compaction issues with the porous asphalt); an 8" to 12" (20 cm to 30 cm) minimum thickness layer of filter course of poorly graded sand (a.k.a. bankrun gravel or modified 304.1); 3" (8 cm) minimum thickness filter blanket that is an intermediate setting bed (pea gravel); and a reservoir course of crushed stone, thickness dependant on required storage and underlying native materials. Alternatively, the pea gravel layer could be thickened and used as the reservoir course depending upon subsoil suitability. This alternative simplifies subbase construction. For lower permeability native soils, perforated or slotted drain pipe is located in the stone reservoir course for drainage. This drain pipe can be daylighted to receiving waters or connected into other stormwater management infrastructure (wetland, storm sewer, etc.). The fine gradation of the filter course is for enhanced filtration and delayed infiltration. The high air void content of the uniformly graded crushed stone reservoir course: maximizes storage of infiltrated water thereby allowing more time for water to infiltrate between storms; and creates a capillary barrier that arrests vertical water movement and in doing so prevents winter freeze-thaw and heaving. The filter blanket is placed to prevent downward migration of filter course material into the reservoir course. The optional underdrain in the reservoir course is for hydraulic relief (typically raised off of the bottom of the reservoir stone layer for enhanced groundwater recharge). Nonwoven geotextile filter fabric (geotextile) is used only for stabilizing the sloping sides of the porous asphalt system excavation and not to be used on the bottom of the system unless needed for structural reasons.

1. Choker Course

Material for the choker course and reservoir course shall meet the following:

Maximum Wash Loss of 0.5%
Minimum Durability Index of 35
Maximum Abrasion Loss of 10% for 100 revolutions, and maximum of 50% for 500 revolutions.

Material for the choker course and reservoir course shall have the AASHTO No. 57 and AASHTO No. 3 gradations, respectively, as specified in

**Table 2**. If the AASHTO No. 3 gradation cannot be met, AASHTO No. 5 is acceptable with approval of the Engineer. AASHTO no. 3 is also suitable for the choker course.

2. Filter course material

Filter course material shall have a hydraulic conductivity (also referred to as coefficient of permeability) of 10 to 60 ft/day at 95% standard proctor compaction unless otherwise approved by the Engineer. Great care needs to be used to not over compact materials. Over-compaction results with loss of infiltration capacity. The filter course material is commonly referred to as a bankrun gravel (modified NHDOT 304.1). In order to select an appropriate gradation, coefficient of permeability may be estimated through an equation that relates gradation to permeability, such as described in *Correlations of Permeability and Grain Size* (Shepherd, 1989) or in *Section 8.7 Estimation of Saturated Hydraulic Conductivity* (Freeze and Cherry, 1979). The hydraulic conductivity should be determined by ASTM D2434 and reported to the Engineer.

3. Filter blanket material

Filter blanket material between the filter course and the reservoir course shall be an intermediate size between the finer filter course above, and the coarser reservoir course below, for the purpose of preventing the migration of a fine setting bed into the coarser reservoir material. An acceptable gradation shall be calculated based on selected gradations of the filter course and reservoir course using criteria outlined in the *HEC 11* (Brown and Clyde, 1989). A pea-gravel with a median particle diameter of 3/8" (9.5 mm) is commonplace.

4. Reservoir Coarse

Reservoir Coarse thickness is dependent upon the following criteria (that vary from site to site):

a. A 4" (10 cm) minimum thickness of reservoir course acts as a capillary barrier for frost heave protection. The reservoir course is located at the interface between subbase and native materials.

b. 4-in. (10 cm) minimum thickness if the underlying native materials are either well drained (Hydrologic Group A soils).

c. 8-in. (30 cm) minimum thickness if subdrains are installed. Subdrains insure that the subbase is well drained

d. Subdrains, if included, are elevated a minimum of 4" (10 cm) from the reservoir course bottom to provide storage and infiltration for the water quality volume. If the system is lined ,

e. Subbase thickness is determined from subbase materials having sufficient void space to store the design storm,

> **Example:** If the 25-year storm is 5.1" (13 cm) of rainfall depth, and the reservoir void space is 30%, then the minimum subbase thickness = 5.1"/0.3 = 17" (43.2 cm).

f. Pavement system and subbase thickness are $\geq$ 0.65 * design frost depth for area.

> **Example:** Durham, New Hampshire, 48" (122 cm) = $D_{maximum\ frost}$, therefore the *minimum* depth to the bottom of the subbase = 0.65(48") = 32" (81 cm).

5. Optional Bottom Liner

Bottom Liner is only recommended for aquifer protection or infiltration prevention. This liner is to be located at the interface between subbase and native materials and is dependent upon the following:

a. As with any infiltration system, care must be taken when siting porous asphalt systems close to locations where hazardous materials are handled/trafficked, or where high contaminant loading may threaten groundwater, or where infiltration is undesirable (nearby foundations, slope stability, etc.). In such cases, the systems can be lined to prevent infiltration yet still preserving water quality, hydrograph lag, and peak flow reduction benefits.

b. Refer to state or USEPA guidelines regarding the use of infiltration systems (USEPA, 1999, CalTrans, 2003, WI DNR, 2004, USEPA, 2004)

c. Suitable liners may include Hydrologic Group D soils, HDPE liners, or suitable equivalent. Refer to state or USEPA guidelines regarding selection of impermeable liners (USEPA, 2004).

d. Filter fabrics or geotextile liners are not recommended for use on the bottom of the porous asphalt system (at the base of the stone reservoir subbase) if designing for infiltration. Filter fabric usage in stormwater filtration has been known to clog prematurely. Graded stone filter blankets are recommended instead.

e. Geotextile filter fabrics may be used if designing on poor structural, and low conductivity soils. Fabric usage would be limited to the bottom and sides of the excavation. No fabric is to be used within the subbase, only on the perimeter.

**Figure 1: Typical Parking Area Cross-Section for Pervious Pavement System**

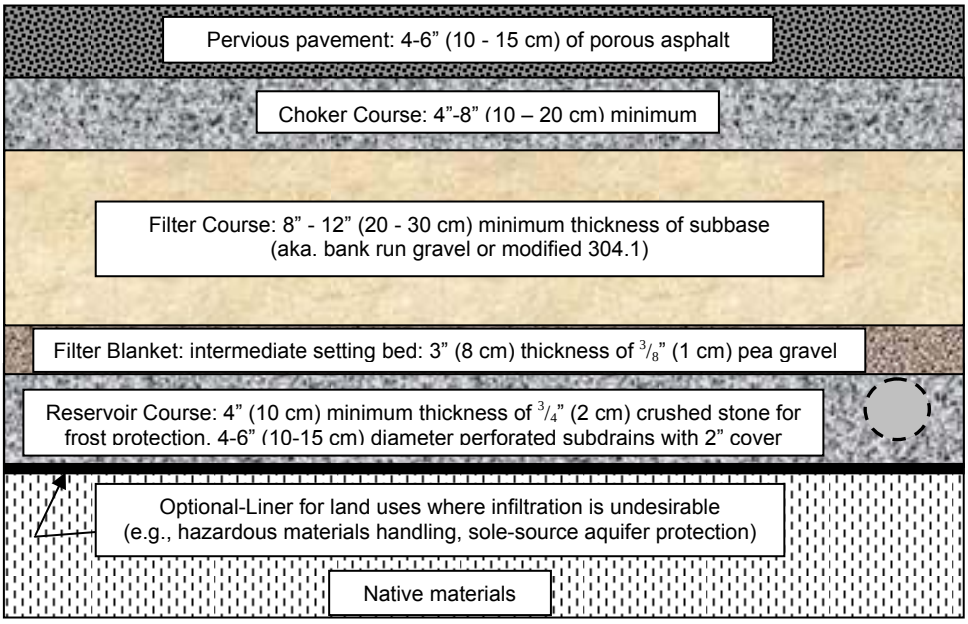
Pervious pavement: 4-6” (10 - 15 cm) of porous asphalt
Choker Course: 4”-8” (10 – 20 cm) minimum
Filter Course: 8” - 12” (20 - 30 cm) minimum thickness of subbase
(aka. bank run gravel or modified 304.1)
Filter Blanket: intermediate setting bed: 3” (8 cm) thickness of 3/8” (1 cm) pea gravel
Reservoir Course: 4” (10 cm) minimum thickness of 3/4” (2 cm) crushed stone for
frost protection. 4-6” (10-15 cm) diameter perforated subdrains with 2” cover
Optional-Liner for land uses where infiltration is undesirable
(e.g., hazardous materials handling, sole-source aquifer protection)
Native materials

**Table 2. Gradations and compaction of choker, filter, and reservoir course materials.**

| US Standard Sieve Size<br><br>Inches/mm | Percent Passing (%) | | | |
|---|---|---|---|---|
| | Choker Course (AASHTO No. 57) | Filter Course (Modified NHDOT 304.1) | Reservoir Course (AASHTO No. 3) | Reservoir Course Alternative* (AASHTO No. 5) |
| 6/150 | - | 100 | - | |
| 2½/63 | - | | 100 | - |
| 2 /50 | - | | 90 – 100 | - |
| 1½/37.5 | 100 | | 35 – 70 | 100 |
| 1/25 | 95 - 100 | | 0 – 15 | 90 – 100 |
| ¾/19 | - | | - | 20 - 55 |
| ½/12.5 | 25 - 60 | | 0 - 5 | 0 - 10 |
| 3/8/9.5 | - | | - | 0 - 5 |
| #4/4.75 | 0 - 10 | 70-100 | - | |
| #8/2.36 | 0 - 5 | | - | |
| #200/0.075 | | 0 – 6** | | |
| % Compaction ASTM D698 / AASHTO T99 | 95 | 95 | 95 | 95 |

* Alternate gradations (e.g. AASHTO No. 5) may be accepted upon Engineer's approval.
** Preferably less than 4% fines

6. Non-woven geotextile filter fabric

Filter fabric is *only recommended* for the sloping sides of the porous asphalt system excavation. It shall be Mirafi 160N, or approved equal and shall conform to the specifications in

Table 3. Mirafi ® 160N is a non-woven geotextile composed of polypropylene fibers, which are formed into a stable network such that the fibers retain their relative position. 160N is inert to biological degradation and resists naturally encountered chemicals, alkalis, and acids.

7. Alternative Applications and Residential Driveways.

The recommendations above are based on a commercial parking application for both traffic and contaminant load. Alternative applications such as residential driveways and low use applications may justify the use of alternative subbase thicknesses for the porous media beds, filter blanket, and geotextiles. Residential driveway applications have been designed with a subbase limited to only an 8" compacted choker course. Variations should consider structural load requirements for material thickness, and contaminant load for filter course thickness. A reduced total system thickness (Section 2.1.3.f) will subject the pavement to greater freeze thaw susceptibility.

**Table 3. Non-woven geotextile filter fabric properties.**

| Mechanical Properties | Test Method | Unit | Minimum Average Roll Values | |
|---|---|---|---|---|
| | | | MD* | CD** |
| Grab Tensile Strength | ASTM D 4632 | kN (lbs) | 0.71 (160) | 0.71 (160) |
| Grab Tensile Elongation | ASTM D 4632 | % | 50 | 50 |
| Trapezoid Shear Strength | ASTM D 4533 | kN (lbs) | 0.27 (60) | 0.27 (60) |
| Mullen Burst Strength | ASTM D 3786 | kPa (psi) | 2100 (305) | 2100 (305) |
| Puncture Strength | ASTM D 4833 | kN (lbs) | 0.42 (95) | 0.42 (95) |
| Apparent Opening Size (AOS) | ASTM D 4751 | mm (US Sieve) | 0.212 (70) | 0.212 (70) |
| Permittivity | ASTM D 4491 | $sec^{-1}$ | 1.4 | 1.4 |
| Permeability | ASTM D 4491 | cm/sec | 0.22 | 0.22 |
| Flow Rate | ASTM D 4491 | $lpm/m^2$ ($gpm/ft^2$) | 4,477 (110) | 4,477 (110) |
| UV Resistance (at 500 hours) | ASTM D 4355 | % strength retained | 70 | 70 |

| Physical Properties | Test Method | Unit | Typical Value |
|---|---|---|---|
| Weight | ASTM D 5261 | $g/m^2$ ($oz/yd^2$) | 217 (6.4) |
| Thickness | ASTM D 5199 | mm (mils) | 1.9 (75) |
| Roll dimension (width x length) | | m (ft) | 4.5 x 91 (15 x 300) |
| Roll area | | $m^2$ ($yd^2$) | 410 (500) |
| Estimated roll weight | | kg (lb) | 99 (217) |

*MD - Machine Direction; **CD - Cross-machine Direction

## B. Porous Asphalt Mix

1. Mix materials

Mix materials consist of modified performance grade asphalt binder (PGAB), coarse and fine aggregates, and optional additives such as silicone, fibers, mineral fillers, fatty amines, and hydrated lime. Materials shall meet the requirements of the NAPA's Design, Construction, and Maintenance of Open-Graded Friction Courses, Information Series 115 (2002), except where noted otherwise below or approved in writing by the Engineer.

2. Polymer Modified PGAB and Mix Designs.

The asphalt binder shall be a polymer and/or fiber modified Performance Graded asphalt binder (PGAB) used in the production of Superpave Hot Mix Asphalt (HMA) mixtures. Ideally for maximum durability, the PGAB shall be two grades stiffer than that required for dense mix asphalt (DMA) parking lot installations, which is often achieved by adding a polymer and/or fiber. Mix designs will meet or exceed criteria listed in Table 5

The PGAB polymer modifiers are to be either styrene butadiene rubber (SBR) or styrene butadiene styrene (SBS). SBS is typically reserved for large projects as terminal pre-blending is required. SBR is feasible for smaller projects as it can be blended at the plant or terminal blended. The quantity of rubber solids in the SBR shall typically be 1.5-3% by weight of the bitumen

content of the mix.

The dosage of fiber additives shall be either 0.3 percent cellulose fibers or 0.4 percent mineral fibers by total mixture mass. Fibers are a simple addition either manually for a batch plant or automated for larger drum plants. The binder shall meet the requirements of AASHTO M320.

The PGAB may be pre-blended or post-blended. The pre-blended binder can be pre-blended at the source or at a terminal. For post-blended addition, the modifier can either be in-line blended or injected into the pugmill at the plant.

The following asphalt mix designs are recommended:

a. PG 64-28 with 5 pounds of fibers per ton of asphalt mix. This mix is recommended for smaller projects with lower traffic counts or loading potential. This mix is manageable at common batch plants.
b. Pre-Blended PG 64-28 SBS with 5 pounds of fibers per ton of asphalt mix. This mix is recommended for large projects > 1acre where high durability pavements are needed. The SBS will be supplied by an approved PGAB supplier holding a Quality Control Plan approved by the state DOT. A Bill of Lading (BOL) will be delivered with each transport of PG 64-28 SBS. A copy of the BOL will be furnished to the QA inspector at the Plant.

c. Post-Blended PG 64-28 SBR with 5 pounds of fibers per ton of asphalt mix. This mix is recommended for projects where high durability pavements are needed. The SBR will be supplied by a HMA plant approved to perform in-line blending or blending by injection into the pugmill. A Post-Blended SBR Binder Quality Control Plan (Table 4) will be submitted to the Engineer for approval at least 10 working days prior to production.

d. Pre-Blended PG 76-22 modified with SBS and 5 pounds of fibers per ton of asphalt mix. This mix is recommended for large sites anticipating high wheel load (H-20) and traffic counts for maximum durability. The SBS will be supplied by an approved PGAB supplier holding a Quality Control Plan approved by the state DOT. A Bill of Lading (BOL) will be delivered with each transport of PG 76-22 SBS. A copy of the BOL will be furnished to the QA inspector at the Plant.

e. Post-Blended PG 76-22 modified with SBR and 5 pounds of fibers per ton of asphalt mix. This mix is recommended for large sites anticipating high wheel load (H-20) and traffic counts for maximum durability. The SBR will be supplied by a HMA plant approved to perform in-line blending or blending by injection into the pugmill. A Post-Blended SBR Binder Quality Control Plan (Table 4) will be submitted to the Engineer for approval at least 10 working days prior to production.

f. Quality control plans may be altered at the discretion of the Engineer and based on feasible testing as suggested by the asphalt producer. Certain QC testing requirements during production may not be feasible for small projects in which limited asphalt is generated. Some testing methods cannot be completed during the time needed during small batch (less than approximately 50 tons of porous asphalt mix) production. The feasibility should be assessed with the Engineer and producer.

**Table 4. Post-Blended SBR Binder QC Plan requirements.**

| The QC Plan will contain: |
|---|
| 1. Company name and address<br>2. Plant location and address<br>3. Type of Facility<br>4. Contact information for the Quality Control Plan Administrator<br>5. QC Tests to be performed on each PGAB<br>6. Name(s) of QC Testing Lab to perform QC and Process Control testing.<br>7. Actions to be taken for PG Binders and SBR in Non compliance<br>8. List of mechanical controls (requirements below)<br>9. List of process controls and documentation (requirements below) |
| List of Mechanical Controls |
| 1. Liquid SBR no-flow alert system with an "alert" located in the control room and automatic documentation of a no flow situation on the printout<br>2. Provide means of calibrating the liquid SBR metering system to a delivery tolerance of 1%.<br>3. A batching tolerance at the end of each day's production must be within 0.5% of the amount of SBR solids specified.<br>4. Mag-flow meter (other metering system may be considered)<br>5. Method of sampling liquid SBR |
| List of Process Controls and Documentation |
| 1. Printouts of liquid SBR and PG binder quantities must be synchronized within one minute of each other<br>2. SBR supplier certification showing the percent of SBR solids in liquid SBR<br>3. Test results of a lab sample blended with the specified dosage of SBR. At a minimum, provide the name of the PGAB and liquid SBR suppliers, and PGAB information such as grade and lot number, and SBR product name used for the sample.<br>4. MSDS sheet for liquid SBR<br>5. Handling, storage, and usage requirements will be followed as required by the liquid SBR manufacturer<br>6. At a minimum, provide a table showing proposed rate of SBR liquid (L/min.) in relation to HMA production rate (tons per hour, TPH) for the % solids in liquid SBR, quantity of SBR specified for HMA production, and the specific gravity of the SBR.<br>7. QCT or QC Plan Administrator must be responsible for documenting quantities, ensuring actual use is within tolerance, etc. All printouts, calculations, supplier certifications etc. must be filed and retained as part of the QCTs daily diary/reports.<br>8. Method and Frequency of testing at the HMA plant, including initial testing and specification testing. |

*This Plan shall be submitted to the Engineer 10 days before production.

3. Anti-Stripping Mix Additives.

The mix shall be tested for moisture susceptibility and asphalt stripping from the aggregate by AASHTO T283. If the retained tensile strength (TSR) < 80% upon testing, a heat stable

additive shall be furnished to improve the anti-stripping properties of the asphalt binder. Test with one freeze-thaw cycle (rather than five recommended in NAPA IS 115). The amount and type of additive (e.g. fatty amines or hydrated lime) to be used shall be based on the manufacturer's recommendations, the mix design test results, and shall be approved by the Engineer.
Silicone shall be added to the binder at the rate of 1.5 mL/m3 (1 oz. per 5000 gal).
Fibers may be added per manufacturer and NAPA IS 115 recommendation if the draindown requirement cannot be met (<0.3% via ASTM D6390) provided that the air void content requirement is met (>18%, or >16% as tested with CoreLok device).
Additives should be added per the relevant DOT specification and NAPA IS 115.

4. Coarse Aggregate.

Coarse aggregate shall be that part of the aggregate retained on the No. 8 sieve; it shall consist of clean, tough, durable fragments of crushed stone, or crushed gravel of uniform quality throughout. Coarse aggregate shall be crushed stone or crushed gravel and shall have a percentage of wear as determined by AASHTO T96 of not more than 40 percent. In the mixture, at least 75 percent, by mass (weight), of the material coarser than the 4.75 mm (No. 4) sieve shall have at least two fractured faces, and 90 percent shall have one or more fractured faces (ASTM D5821). Coarse aggregate shall be free from clay balls, organic matter, deleterious substances, and a not more than 8.0% of flat or elongated pieces (>3:1) as specified in ASTM D4791.

5. Fine Aggregate.

The fine aggregate shall be that part of the aggregate mixture passing the No. 8 sieve and shall consist of sand, screenings, or combination thereof with uniform quality throughout. Fine aggregate shall consist of durable particles, free from injurious foreign matter. Screenings shall be of the same or similar materials as specified for coarse aggregate. The plasticity index of that part of the fine aggregate passing the No. 40 sieve shall be not more than 6 when tested in accordance with AASHTO T90. Fine aggregate from the total mixture shall meet plasticity requirements.

6. Porous Asphalt Mix Design Criteria.

The Contractor shall submit a mix design at least 10 working days prior to the beginning of production. The Contractor shall make available samples of coarse aggregate, fine aggregate, mineral filler, fibers and a sample of the PGAB that will be used in the design of the mixture. A certificate of analysis (COA) of the PGAB will be submitted with the mix design. The COA will be certified by a laboratory meeting the requirements of AASHTO R18. The Laboratory will be certified by the state DOT, regional equivalent (e.g. NETTCP), and/or qualified under ASTM D3666. Technicians will be certified by the regional certification agency (e.g. NETTCP) in the discipline of HMA Plant Technician.

Bulk specific gravity (SG) used in air void content calculations shall not be determined and results will not be accepted using AASHTO T166 (saturated surface dry), since it is not intended for open graded specimens (>10% AV). Bulk SG shall be calculated using AASHTO T275 (paraffin wax) or ASTM D6752 (automatic vacuum sealing, e.g. CoreLok). Air void content shall be calculated from the bulk SG and maximum theoretical SG (AASHTO T209) using ASTM D3203.

The materials shall be combined and graded to meet the composition limits by mass (weight) as shown in Table 5.

**Table 5: Porous Asphalt Mix Design Criteria.**

| Sieve Size (inch/mm) | Percent Passing (%) |
|---|---|
| 0.75/19 | 100 |
| 0.50/12.5 | 85-100 |
| 0.375/9.5 | 55-75 |
| No.4/4.75 | 10-25 |
| No.8/2.36 | 5-10 |
| No.200/0.075 (#200) | 2-4 |
| Binder Content (AASHTO T164) | 6 - 6.5% |
| Fiber Content by Total Mixture Mass | 0.3% cellulose or 0.4% mineral |
| Rubber Solids (SBR) Content by Weight of the Bitumen | 1.5-3% or TBD |
| Air Void Content (ASTM D6752/AASHTO T275) | 16.0-22.0% |
| Draindown (ASTM D6390)* | $\leq$ 0.3 % |
| Retained Tensile Strength (AASHTO 283)** | $\geq$ 80 % |
| Cantabro abrasion test on unaged samples (ASTM D7064-04) | $\leq$ 20% |
| Cantabro abrasion test on 7 day aged samples | $\leq$ 30% |

*Cellulose or mineral fibers may be used to reduce draindown.
**If the TSR (retained tensile strength) values fall below 80% when tested per NAPA IS 131 (with a single freeze thaw cycle rather than 5), then in Step 4, the contractor shall employ an antistrip additive, such as hydrated lime (ASTM C977) or a fatty amine, to raise the TSR value above 80%.

## C. Porous Asphalt Mix Production

1. Mixing Plants.

Mixing plants shall meet the requirements of hot mix asphalt plants as specified in the state DOT or regional equivalent unless otherwise approved by the Engineer (e.g. Section 401-Plant Mix Pavements – General for Quality Assurance specifications in the Standard Specifications for Road and Bridge Construction – State of New Hampshire DOT, 2006, or latest revised edition and including supplemental specifications and updates).

2. Preparation of Asphalt Binder.

The asphalt material shall be heated to the temperature specified in the state DOT specification (if using a DOT spec for the mix) in a manner that will avoid local overheating. A continuous supply of asphalt material shall be furnished to the mixer at a uniform temperature.

3. Preparation of Aggregates.
   The aggregate for the mixture shall be dried and heated at the mixing plant before being placed in the mixer. Flames used for drying and heating shall be properly adjusted to avoid damaging the aggregate and depositing soot or unburned fuel on the aggregate.

4. Mineral filler
   Mineral filler if required to meet the grading requirements, shall be added in a manner approved by the Engineer after the aggregates have passed through the dryer.

5. Mixing.
   The above preparation of aggregates does not apply for drum-mix plants. The dried aggregate shall be combined in the mixer in the amount of each fraction of aggregate required to meet the job-mix formula and thoroughly mixed prior to adding the asphalt material.

   The dried aggregates shall be combined with the asphalt material in such a manner as to produce a mixture that when discharged from the pugmill is at a target temperature in the range that corresponds to an asphalt binder viscosity of 700 to 900 centistokes and within a tolerance of ± 11 °C (± 20 °F).

   The asphalt material shall be measured or gauged and introduced into the mixer in the quantity determined by the Engineer for the particular material being used and at the temperature specified in the relevant specification.

   After the required quantity of aggregate and asphalt material has been introduced into the mixer, the materials shall be mixed until a complete and uniform coating of the particles and a thorough distribution of the asphalt material throughout the aggregate is secured. The mixing time will be regulated by the Engineer.

   All plants shall have a positive means of eliminating oversized and foreign material from being incorporated into the mixer.

6. QC/QA During Production
   The Contractor shall provide at Contractors' expense and the Engineer's approval a third-party QA Inspector to oversee and document mix production. All mix testing results during production should be submitted to the QA Inspector.

   The QC plan may be altered at the discretion of the Engineer and based on feasible testing as suggested by the asphalt producer. Certain QC testing requirements during production may not be feasible for small projects in which limited asphalt is generated. Some testing methods cannot be completed during the time needed during small batch production. The feasibility should be assessed with the Engineer and producer.

   The mixing plant shall employ a Quality Control Technician (QCT). The QCT will perform QC/QA testing and will be certified in the discipline of HMA Plant Technician by the relevant certifying agency (e.g. NETTCP in New England). The Contractor shall sample, test and evaluate the mix in accordance with the methods and minimum frequencies in Table 6 and the

Post-Blended SBR Binder Quality Control Plan (if applicable).

**Table 6. QC/QA testing requirements during production.**

| Test | Min. Frequency | Test Method |
|---|---|---|
| Temperature in Truck at Plant | 6 times per day | |
| Gradation | greater of either (a) 1 per 500 tons, (b) 2 per day, or (c) 3 per job | AASHTO T30 |
| Binder Content | greater of either (a) 1 per 500 tons, (b) 2 per day, or (c) 3 per job | AASHTO T164 |
| Air Void Content | greater of either (a) 1 per 500 tons, (b) 2 per day, or (c) 3 per job | ASTM D6752 |
| Binder Draindown | greater of either (a) 1 per 500 tons, (b) 1 per day, or (c) 1 per job | ASTM D6390 |

If an analyzed sample is outside the testing tolerances immediate corrective action will be taken. After the corrective action has been taken the resulting mix will be sampled and tested. If the re-sampled mix test values are outside the tolerances the Engineer will be immediately informed. The Engineer may determine that it is in the best interest of project that production is ceased. The Contractor will be responsible for all mix produced for the project.

Testing Tolerances During Production. Testing of the air void content, binder draindown, and TSR shall be within the limits set in Table 6. The paving mixture produced should not vary from the design criteria for aggregate gradation and binder content by more than the tolerances in Table 7.

**Table 7. QC/QA testing tolerances during production.**

| Sieve Size (inch/mm) | Percent Passing |
|---|---|
| 0.75/19 | - |
| 0.50/12.5 | ±6.0 |
| 0.375/9.5 | ±6.0 |
| No.4/4.75 | ±5.0 |
| No.8/2.36 | ±4.0 |
| No.200/0.075 (#200) | ±2.0 |
| %PGAB | +0.4, -0.2 |

Should the paving mixture produced vary from the designated grading and asphalt content by more than the above tolerances, the appropriate production modifications are to be made until the porous asphalt mix is within these tolerances.

Samples of the mixture, when tested in accordance with AASHTO T164 and T30, shall not vary from the grading proportions of the aggregate and binder content designated by the Engineer by more than the respective tolerances specified above and shall be within the limits specified for the design gradation.

7. Plant Shutdown and Rejection of Mix.

Should the porous asphalt mix not meet the tolerances specified in this section upon repeat testing, the Engineer may reject further loads of mix. Mix that is loaded into trucks during the

time that the plant is changing operations to comply with a failed test shall not be accepted, and should be recycled at the plant.

8. Striping Paint

Striping paint shall be latex, water-base emulsion, ready-mixed, and complying with pavement marking specifications PS TT-P-1952.

## PART 3 EXECUTION

### 3.1 INSTALLATION

A. **Porous Media Beds**

Protection of native materials from over compaction is important. Proper compaction of select subbase materials is essential. Improper compaction of subbase materials will result in either 1) low pavement durability from insufficient compaction, or 2) poor infiltration due to over-compaction of subbase. Care must be taken to assure proper compaction as detailed below.

1. Grade Control

   a. Establish and maintain required lines and elevations. The Engineer shall be notified for review and approval of final stake lines for the work before construction work is to begin. Finished surfaces shall be true to grade and even, free of roller marks and free of puddle-forming low spots. All areas must drain freely. Excavation elevations should be within +/- 0.1 ft (+/- 3 cm).

   b. If, in the opinion of the Engineer, based upon reports of the testing service and inspection, the quality of the work is below the standards which have been specified, additional work and testing will be required until satisfactory results are obtained.

   c. The Engineer shall be notified at least 24 hours prior to all porous media bed and porous pavement work.

2. Subgrade Preparation

   a. Native subgrade refers to materials beyond the limit of the excavation. The existing native subgrade material under all bed areas shall NOT be compacted or subject to excessive construction equipment traffic prior to geotextile and stone bed placement. Compaction is acceptable if an impermeable liner is used at the base of the porous asphalt system and infiltration is not desired.

   b. Where erosion of the native material subgrade has caused accumulation of fine materials and/or surface ponding, this material shall be removed with light equipment and the underlying soils scarified to a minimum depth of 6 inches with a York rake or equivalent and light tractor.

   c. Bring subgrade to line, grade, and elevations indicated. Fill and lightly regrade any areas

damaged by erosion, ponding, or traffic compaction before the placing of the stone subbase.

d. All bed bottoms are as level as feasible to promote uniform infiltration. For pavements subbases constructed on grade, soil or fabric barriers should be constructed along equal elevation for every 6-12” of grade change to act as internal check dams. This will prevent erosion within the subbase on slope.

3. Porous Media Bed Installation

a. Subbase refers to materials below pavement surface and above native subgrade. Upon completion of subgrade work, the Engineer shall be notified and shall inspect at his/her discretion before proceeding with the porous media bed installation.

b. Sideslope geotextile and porous media bed aggregate shall be placed immediately after approval of subgrade preparation. Any accumulation of debris or sediment which has taken place after approval of subgrade shall be removed prior to installation of geotextile at no extra cost to the Owner.

c. Place sideslope geotextile in accordance with manufacturer's standards and recommendations. Adjacent strips of geotextile shall overlap a minimum of sixteen inches (16"). Secure geotextile at least four feet (1.2 m) outside of the bed excavation and take any steps necessary to prevent any runoff or sediment from entering the storage bed.

d. Install filter course aggregate in 8-inch maximum lifts to a MAXIMUM of 95% standard proctor compaction (ASTM D698 / AASHTO T99). Install aggregate to grades indicated on the drawings.

e. Install choker, gravel, and stone base course aggregate to a MAXIMUM of 95% compaction standard proctor (ASTM D698 / AASHTO T99). Choker should be placed evenly over surface of filter course bed, sufficient to allow placement of pavement, and notify Engineer for approval. Choker base course thickness shall be sufficient to allow for even placement of the porous asphalt but no less than 4-inches (10 cm) in depth.

f. The density of subbase courses shall be determined by AASHTO T 191 (Sand-Cone Method), AASHTO T 204 (Drive Cylinder Method), or AASHTO T 238 (Nuclear Methods), or other approved methods at the discretion of the supervising engineer.

g. The infiltration rate of the compacted subbase shall be determined by ASTM D3385 or approved alternate at the discretion of the supervising engineer. The infiltration rate shall be no less 5-30 ft/day or 50% of the hydraulic conductivity (D2434) at 95% standard proctor compaction (refer to section 2.1.A.5).

h. Compaction of subbase course material shall be done with a method and adequate water to meet the requirements. Rolling and shaping shall continue until the required density is attained. Water shall be uniformly applied over the subbase course materials during compaction in the amount necessary for proper consolidation.

i. Rolling and shaping patterns shall begin on the lower side and progress to the higher side of the subbase course while lapping the roller passes parallel to the centerline. Rolling and shaping shall continue until each layer conforms to the required grade and cross-section and the surface is smooth and uniform.

j. Following placement of subbase aggregate, the sideslope geotextile shall be folded back along all bed edges to protect from sediment washout along bed edges. At least a four-foot edge strip shall be used to protect beds from adjacent bare soil. This edge strip shall remain in place until all bare soils contiguous to beds are stabilized and vegetated. In addition, take any other necessary steps to prevent sediment from washing into beds during site development. When the site is fully stabilized, temporary sediment control devices shall be removed.

4. QC/QA requirements for Porous Media Bed Construction.
QC/QA activities are summarized in **Table 8**.

## B. Porous Asphalt Pavement Installation

1. Mixing Plant
The mixing plant, hauling and placing equipment, and construction methods shall be in conformance with NAPA IS 131 and applicable sections of the state DOT's specification for asphalt mixes. The use of surge bins shall not be permitted.

**Table 8. QC/QA requirements for porous media bed construction.**

| Activity | Schedule |
|---|---|
| Contractor to notify Engineer for approval | 24 hours in advance of start of work |
| Contractor to employ soil inspector acceptable to Engineer | NA |
| Contractor to employ staking and layout control inspector acceptable to Engineer | NA |
| Contractor to employ site grading inspector acceptable to Engineer | NA |
| Contractor to employ pavement work inspector acceptable to Engineer | NA |
| Contractor to notify Engineer for approval | after subgrade preparation, before construction of porous media bed |
| Contractor to notify Engineer for approval | after choker course placed, before placement of pavement |

2. Hauling Equipment.
The open graded mix shall be transported in clean vehicles with tight, smooth dump beds that have been sprayed with a non-petroleum release agent or soap solution to prevent the mixture from adhering to the dump bodies. Mineral filler, fine aggregate, slag dust, etc.

shall not be used to dust truck beds. The open graded mix shall be covered during transportation with a suitable material of such size sufficient to protect the mix from the weather and also minimize mix cooling and the prevention of lumps. When necessary, to ensure the delivery of material at the specified temperature, truck bodies shall be insulated, and covers shall be securely fastened. Long hauls, particularly those in excess of 25 miles (40 km), may result in separation of the mix and its rejection.

3. Placing Equipment.

The paver shall be a self-propelled unit with an activated screed or strike-off assembly, capable of being heated if necessary, and capable of spreading and finishing the mixture without segregation for the widths and thicknesses required. In general, track pavers have proved superior for Porous Asphalt placement. The screed shall be adjustable to provide the desired cross-sectional shape. The finished surface shall be of uniform texture and evenness and shall not show any indication of tearing, shoving, or pulling of the mixture. The machine shall, at all times, be in good mechanical condition and shall be operated by competent personnel.

Pavers shall be equipped with the necessary attachments, designed to operate electronically, for controlling the grade of the finished surface.

The adjustments and attachments of the paver will be checked and approved by the Engineer before placement of asphalt material.

Pavers shall be equipped with a sloped plate to produce a tapered edge at longitudinal joints. The sloped plate shall be attached to the paver screed extension.

The sloped plate shall produce a tapered edge having a face slope of 1:3 (vertical: horizontal). The plate shall be so constructed as to accommodate compacted mat thickness from 35 to 100 mm (1 1/4 to 4 inches). The bottom of the sloped plate shall be mounted 10 to 15 mm (3/8 to 1/2 inch) above the existing pavement. The plate shall be interchangeable on either side of the screed.

Pavers shall also be equipped with a joint heater capable of heating the longitudinal edge of the previously placed mat to a surface temperature of 95 °C (200 °F), or higher if necessary, to achieve bonding of the newly placed mat with the previously placed mat. This shall be done without undue breaking or fracturing of aggregate at the interface. The surface temperature shall be measured immediately behind the joint heater. The joint heater shall be equipped with automated controls that shut off the burners when the pavement machine stops and reignite them with the forward movement of the paver. The joint heater shall heat the entire area of the previously placed wedge to the required temperature. Heating shall immediately precede placement of the asphalt material.

4. Rollers.

Rollers shall be in good mechanical condition, operated by competent personnel, capable of reversing without backlash, and operated at speeds slow enough to avoid displacement of the asphalt mixture. The mass (weight) of the rollers shall be sufficient to compact the mixture to the required density without crushing of the aggregate. Rollers shall be

equipped with tanks and sprinkling bars for wetting the rolls.

Rollers shall be two-axle tandem rollers with a gross mass (weight) of not less than 7 metric tons (8 tons) and not more than 10 metric tons (12 tons) and shall be capable of providing a minimum compactive effort of 44 kN/m (250 pounds per inch) of width of the drive roll. All rolls shall be at least 1 m (42 inches) in diameter.

A rubber tired roller will not be required on the open graded asphalt friction course surface.

5. Conditioning of Existing Surface.
Contact surfaces such as curbing, gutters, and manholes shall be painted with a thin, uniform coat of Type RS-1 emulsified asphalt immediately before the asphalt mixture is placed against them.

6. Temperature Requirements.
The temperature of the asphalt mixture, at the time of discharge from the haul vehicle and at the paver, shall be between 135-163°C (275 to 325°F), within 6 °C (10 °F) of the compaction temperature for the approved mix design.

7. Spreading and Finishing.
The Porous Asphalt shall be placed either in a single application at 4 inches (10 cm) thick or in two lifts. If more than one lift is used, great care must be taken to insure that the porous asphalt layer join completely. This means: keeping the time between layer placements minimal; keeping the first layer clear from dust and moisture, and minimizing traffic on the first layer.

The Contractor shall protect all exposed surfaces that are not to be treated from damage during all phases of the pavement operation.

The asphalt mixture shall be spread and finished with the specified equipment. The mixture shall be struck off in a uniform layer to the full width required and of such depth that each course, when compacted, has the required thickness and conforms to the grade and elevation specified. Pavers shall be used to distribute the mixture over the entire width or over such partial width as practical. On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the mixture shall be spread and raked by hand tools.

No material shall be produced so late in the day as to prohibit the completion of spreading and compaction of the mixture during daylight hours, unless night paving has been approved for the project.

No traffic will be permitted on material placed until the material has been thoroughly compacted and has been permitted to cool to below 38 °C (100 °F). The use of water to cool the pavement is not permitted. The Engineer reserves the right to require that all work adjacent to the pavement, such as guardrail, cleanup, and turf establishment, is completed prior to placing the wearing course when this work could cause damage to the pavement. On projects where traffic is to be maintained, the Contractor shall schedule daily pavement

operations so that at the end of each working day all travel lanes of the roadway on which work is being performed are paved to the same limits. Suitable aprons to transition approaches, where required, shall be placed at side road intersections and driveways as directed by the Engineer.

8. Compaction.

Immediately after the asphalt mixture has been spread, struck off, and surface irregularities adjusted, it shall be thoroughly and uniformly compacted by rolling. The compaction objective is 16% - 19% in place void content (Corelock).

Breakdown rolling shall occur when the mix temperature is between 135-163°C (275 to 325°F).

Intermediate rolling shall occur when the mix temperature is between 93-135°C (200 to 275°F).

Finish rolling shall occur when the mix temperature is between 66-93°C (150 to 200°F).

The cessation temperature occurs at approximately 79°C (175°F), at which point the mix becomes resistant to compaction. If compaction has not been done at temperatures greater than the cessation temperature, the pavement will not achieve adequate durability.

The surface shall be rolled when the mixture is in the proper condition and when the rolling does not cause undue displacement, cracking, or shoving.

Rollers or oscillating vibratory rollers, ranging from 8-12 tons, shall be used for compaction. The number, mass (weight), and type of rollers furnished shall be sufficient to obtain the required compaction while the mixture is in a workable condition. Generally, one breakdown roller will be needed for each paver used in the spreading operation.

To prevent adhesion of the mixture to the rolls, rolls shall be kept moist with water or water mixed with very small quantities of detergent or other approved material. Excess liquid will not be permitted.

Along forms, curbs, headers, walls, and other places not accessible to the rollers, the mixture shall be thoroughly compacted with hot or lightly oiled hand tampers, smoothing irons or with mechanical tampers. On depressed areas, either a trench roller or cleated compression strips may be used under the roller to transmit compression to the depressed area.

Other combinations of rollers and/or methods of compacting may be used if approved in writing by the Engineer, provided the compaction requirements are met.

Unless otherwise specified, the longitudinal joints shall be rolled first. Next, the Contractor shall begin rolling at the low side of the pavement and shall proceed towards the center or high side with lapped rollings parallel to the centerline. The speed of the roller shall be slow and uniform to avoid displacement of the mixture, and the roller should

be kept in as continuous operation as practical. Rolling shall continue until all roller marks and ridges have been eliminated.

Rollers will not be stopped or parked on the freshly placed mat.

It shall be the responsibility of the Contractor to conduct whatever process control the Contractor deems necessary. Acceptance testing will be conducted by the Engineer using cores provided by the Contractor.

Any mixture that becomes loose and broken, mixed with dirt, or is in any way defective shall be removed and replaced with fresh hot mixture. The mixture shall be compacted to conform to the surrounding area. Any area showing an excess or deficiency of binder shall be removed and replaced. These replacements shall be at the Contractor's expense.

If the Engineer determines that unsatisfactory compaction or surface distortion is being obtained or damage to highway components and/or adjacent property is occurring using vibratory compaction equipment, the Contractor shall immediately cease using this equipment and proceed with the work in accordance with the fifth paragraph of this subsection.

The Contractor assumes full responsibility for the cost of repairing all damages that may occur to roadway or parking lot components and adjacent property if vibratory compaction equipment is used. After final rolling, no vehicular traffic of any kind shall be permitted on the surface until cooling and hardening has taken place, and in no case within the first 48 hours. For small batch jobs, curing can be considered to have occurred after the surface temperature is less than 100 ºF (38 ºC). Curing time is preferably one week, or until the entire surface temperature cools below 100 ºF (38 ºC). Provide barriers as necessary at no extra cost to the Owner to prevent vehicular use; remove at the discretion of the Engineer.

9. Joints.

Joints between old and new pavements or between successive day's work shall be made to ensure a thorough and continuous bond between the old and new mixtures. Whenever the spreading process is interrupted long enough for the mixture to attain its initial stability, the paver shall be removed from the mat and a joint constructed.

Butt joints shall be formed by cutting the pavement in a vertical plane at right angles to the centerline, at locations approved by the Engineer. The Engineer will determine locations by using a straightedge at least 4.9 m (16 feet) long. The butt joint shall be thoroughly coated with Type RS-1 emulsified asphalt just prior to depositing the pavement mixture when pavement resumes.

Tapered joints shall be formed by tapering the last 450 to 600 mm (18 to 24 inches) of the course being laid to match the lower surface. Care shall be taken in raking out and discarding the coarser aggregate at the low end of the taper, and in rolling the taper. The taper area shall be thoroughly coated with Type RS-1 emulsified asphalt just prior to resuming pavement. As the paver places new mixture on the taper area, an evenly

graduated deposit of mixture shall complement the previously made taper. Shovels may be used to add additional mixture if necessary. The joint shall be smoothed with a rake, coarse material discarded, and properly rolled.

Longitudinal joints that have become cold shall be coated with Type RS-1 emulsified asphalt before the adjacent mat is placed. If directed by the Engineer, joints shall be cut back to a clean vertical edge prior to applying the emulsion.

10. Surface Tolerances.
The surface will be tested by the Engineer using a straightedge at least 4.9 m (16 feet) in length at selected locations parallel with the centerline. Any variations exceeding 3 mm (1/8 inch) between any two contact points shall be satisfactorily eliminated. A straightedge at least 3 m (10 feet) in length may be used on a vertical curve. The straightedges shall be provided by the Contractor.

Work shall be done expertly throughout, without staining or injury to other work. Transition to adjacent impervious asphalt pavement shall be merged neatly with flush, clean line. Finished pavement shall be even, without pockets, and graded to elevations shown on drawing.

Porous pavement beds shall not be used for equipment or materials storage during construction, and under no circumstances shall vehicles be allowed to deposit soil on paved porous surfaces.

11. Repair of Damaged Pavement.
Any existing pavement on or adjacent to the site that has been damaged as a result of construction work shall be repaired to the satisfaction of the Engineer without additional cost to the Owner.

12. Striping Paint

Vacuum and clean surface to eliminate loose material and dust.

Paint 4 inch wide parking striping and traffic lane striping in accordance with layouts of plan. Apply paint with mechanical equipment to produce uniform straight edges. Apply in two coats at manufacturer's recommended rates. Provide clear, sharp lines using white traffic paint

Color for Handicapped Markings: Blue

## C. QC/QA for Paving Operations

1. The full permeability of the pavement surface shall be tested by application of clean water at the rate of at least 5 gpm (23 lpm) over the surface, using a hose or other distribution devise. Water used for the test shall be clean, free of suspended solids and deleterious liquids and will

be provided at no extra cost to the Owner. All applied water shall infiltrate directly without large puddle formation or surface runoff, and shall be observed by the Engineer.

2. Testing and Inspection: Employ at Contractor's expense an inspection firm acceptable to the Engineer to perform soil inspection services, staking and layout control, and testing and inspection of site grading and pavement work. Inspection and list of tests shall be reviewed and approved in writing by the Engineer prior to starting construction. All test reports must be signed by a licensed Engineer.
3. Test in-place base and surface course for compliance with requirements for thickness and surface smoothness. Repair or remove and replace unacceptable work as directed by the Engineer.
4. Surface Smoothness: Test finished surface for smoothness using a 10 foot straightedge applied parallel with and at right angles to the centerline of the paved area. Surface will not be accepted if gaps or ridges exceed 3/16 of an inch.
5. QC/QA requirements during paving are summarized in **Error! Reference source not found.**.

**Table 9. QC/QA requirements during paving.**

| Activity | Schedule/ Frequency | Tolerance |
|---|---|---|
| Inspect truck beds for pooling (draindown) | every truck | NA |
| Take surface temp. behind joint heater | each pull | 6°C (10°F) of compaction temp |
| Consult with Engineer to determine locations of butt joints | as needed | NA |
| Test surface smoothness & positive drainage with a 10 ft straightedge | after compaction | 4.5 mm (3/16") |
| Consult with Engineer to mark core locations for QA testing | after compaction | NA |
| Hose test with at least 5 gpm water | after compaction | immediate infiltation, no puddling |

## PART 4. REFERENCES


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