

Black text – from standard FAA spec Blue text – additions to FAA standard spec  
 Strikeout text – deletions from FAA standard spec Red text – notes to the Engineer/won't appear in spec

**I. DESCRIPTION**

- A. GENERAL
  - 1. Preparation of existing pavement surface for overlay
  - 2. Removal of existing pavement
  - 3. Miscellaneous items
- B. In accordance with specifications and drawings

**II. EQUIPMENT**

- A. Shall be approved by the Engineer.
- B. Shall not cause damage to pavement to remain.

**III. CONSTRUCTION METHODS**

- A. REMOVAL OF EXISTING PAVEMENT
  - 1. Portland Cement Concrete Pavement (PCC)
    - a) See Section [ ] of these specifications, Concrete Removal, Repair and Replacement
  - 2. Asphaltic Concrete (AC) Pavement
    - a) Cut to full depth around perimeter to be removed
    - b) Remove in such a manner that joints in overlay will be offset at least 1 ft from joint in underlying layer.
      - (1) Does not apply if removed material to be replaced with concrete or soil.
    - c) Remove material from airport, dispose of legally, unless otherwise specified
- B. PREPARATION OF JOINTS AND CRACKS
  - 1. Prior to Asphaltic overlay:
    - a) From all joints and cracks remove:
      - (1) sealant
        - (a) also remove excess sealant from pavement surface as well as joints
      - (2) debris
      - (3) vegetation
        - (a) Apply soil sterilant
    - b) From cracks and joints larger than 3/8 inch width:
      - (1) Fill with mixture of emulsified asphalt and aggregate:
        - (a) Aggregate:
          - (i) limestone, volcanic ash, sand or other
          - (ii) combined gradation as in Table 1:

| Table 1    |                 |
|------------|-----------------|
| Sieve Size | Percent Passing |
| No. 4      | 100             |
| No. 8      | 90-100          |
| No. 16     | 65-90           |
| No. 30     | 40-60           |
| No. 50     | 25-42           |
| No. 100    | 15-30           |
| No. 200    | 10-20           |

- (b) Up to 3% cement to accelerate set time allowed.
- (c) Mix shall not contain more than 20% Natural Sand

- (d) Portions of Aggregate and asphalt to be field-determined
          - (i) Approximate portions, by volume:
            - (a) One part asphalt emulsion
            - (b) Five parts aggregate
          - (ii) Proportions may be field-varied to facilitate construction
        - (e) Pour into crack and compact
        - (f) Fill to within 1/8 inch of surface
        - (g) Remove spills or excess prior to overlay
      - (2) Fill with proprietary crack fill material:
        - (a) [Name Product] or approved equal conforming to
        - (b) [Name ASTM tests or other specific requirements]
        - (c) Apply per manufacturer's instructions
  - 2. Prior to concrete overlay need remove only:
    - a) Excess joint material on surface
    - b) Vegetation
- C. REMOVAL OF PAINT AND RUBBER
  - 1. Remove paint and rubber:
    - a) over 1 ft wide and
    - b) that may affect bond
  - 2. Methods:
    - a) high pressure water
    - ~~b) heater scarifier (AC pavement)~~
    - c) cold milling
    - d) sandblasting
    - e) method must not cause damage over 1/8-inch deep
    - f) any chemicals must comply with State's environmental requirements
    - g) remove wastes from the airport and dispose of legally
    - h) This spec not to be used for paint removal for skid improvement.
- D. CONCRETE SPALL OR FAILED ASPHALTIC CONCRETE PAVEMENT REPAIR
  - 1. Repair of Concrete Spalls in Areas to be overlaid with Asphalt:
    - a) Saw perimeter of the repair a minimum of 1 inch deep
    - b) Remove material:
      - (1) To depth where existing material is firm
        - (a) cannot be easily removed with a geologist pick.
    - c) Fill with asphaltic concrete:
      - (1) minimum Marshall stability of 1,200 lbs
      - (2) maximum flow of 20.
      - (3) Maximum lift thickness 4 inches.
    - d) Compact with Engineer-approved equipment
      - (1) Until the material is dense and no movement or marks can be noted.
    - e) This method of repair applies only to pavement to be overlaid.
      - (1) See Section [ ], Concrete Removal, Repair and Replacement for concrete spall repair in other situations
  - 2. Asphaltic Concrete Repair in Areas to be overlaid:
    - a) Remove material as specified in D.1.b.
    - b) Remove all failed material including:
      - (1) surface
      - (2) base
      - (3) subbase
      - (4) subgrade
    - c) If infiltrated with clay, silt or other material, replace base and subbase, with materials and methods in sections Sections [ ] Crushed Aggregate Base course, and [ ],

Aggregate Subbase, of these specifications.

d) Reworking of subgrade shall be measured for payment under Section [ ], Earthwork.

E. COLD PLANING

1. Patching

- a) Machine must be capable of making vertical cut w/o chipping/spalling.
- b) Engineer shall ~~layout~~ approve areas to be milled.
- c) Layout with straightedge in increments of 1-ft.
- d) Mill only failed area unless otherwise specified.

(1) Area milled outside approved limits will not be measured for payment.

2. Profiling, Grade Correction or Surface Correction

a) Equipment

- (1) Shall have minimum width 10 ft.
- (2) Shall have electronic grade control
- (3) Shall cut vertical edges
- (4) Shall have positive method of dust control
- (5) Shall discharge millings into
  - (a) Truck
  - (b) Defined windrow

IV. SUBMITTAL REQUIREMENTS

A. PROPOSED EQUIPMENT

B. PROPOSED METHOD OF PAINT/RUBBER REMOVAL

C. CRACK FILLING MATERIALS

- 1. Aggregate
- 2. Bitumen
- 3. Proprietary Materials

V. METHOD OF MEASUREMENT

A. GENERAL

1. If no quantity shown on bid schedule, work shall be considered incidental to other work and no measurement for payment will be made.

2. If quantities shown on bid schedule, work shall be measured for payment as follows:

B. PAVEMENT REMOVAL

1. Pavement removal shall be measured for payment under Section [ ] of these specifications, Removals.

C. JOINT AND CRACK REPAIR

1. per linear foot

D. PAINT AND RUBBER REMOVAL

1. per square foot

E. CONCRETE SPALL REPAIR

1. per square foot

2. average depth ~~to be agreed between Engineer/Contractor~~ is assumed to be [ ].

3. No additional payment for variations in thickness

4. Only for repairs to pavement prior to overlay. See Section [ ], Concrete Removal, Repair and Replacement for other spall repair.

F. REPAIR OF FAILED ASPHALT PAVEMENT

1. per square yard

2. average depth ~~to be agreed between Engineer/Contractor~~ is assumed to be [ ].

3. No additional payment for variations in thickness

4. Replacement of base course, subbase course, subgrade preparation shall be measured and paid under Sections [ ] Aggregate Subbase Course, [ ] Crushed Aggregate Base Course, and [ ] Earthwork, of these specifications.

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G. COLD PLANING

1. per square yard
2. average depth ~~to be agreed between Engineer/Contractor~~ is assumed to be [ ].
3. No additional payment for variations in thickness.
4. Contractor shall replane at his own expense if initial cut does not correct condition.

VI. BASIS OF PAYMENT

A. PAID AT CONTRACT UNIT PRICE UNDER ITEM NUMBER

1. 21.1 Joint and Crack Repair– per linear foot
2. 21.2 Paint and Rubber Removal – per square foot
3. 21.3 Concrete Spall Repair – per square foot
4. 21.4 Repair of Failed Asphalt Pavement – per square yard
5. 21.5 Cold Planing – per square yard
6. 21.6 Is full compensation for all labor, equipment, tools and incidentals.
7. No separate payment for work in areas of night or limited-time construction area.

VII. END OF SECTION