

**606 - MICROSURFACING**

**SECTION 606**

**MICROSURFACING**

**606.1 DESCRIPTION**

Spread a mixture of modified emulsified asphalt, mineral aggregate, water and additives on a prepared surface as specified in the Contract Documents.

<u>BID ITEMS</u>	<u>UNITS</u>
Aggregate for Microsurfacing	Ton
Emulsified Asphalt (*) (Modified)	Ton
Mineral Filler	Ton
*Designated Type and Grade	

**606.2 MATERIALS**

Provide materials that comply with the applicable requirements.

Emulsified Asphalt .....	<b>DIVISION 1200</b>
Aggregate for Microsurfacing .....	<b>DIVISION 1100</b>
Water .....	<b>DIVISION 2400</b>

Aggregate acceptance tests shall be conducted at the point of usage.

Use a Cationic Type CSS-1HM emulsified asphalt complying with **SECTION 1202**.

For mineral filler, use any recognized brand of non-air-entrained portland cement that is free of lumps and acceptable to the Engineer.

Provide a Type "C" certification for any proposed additives.

**606.3 CONSTRUCTION REQUIREMENTS**

**a. Mix Design.**

(1) Job Mix Formula. Develop and submit the job mix formula and certified test results for the Engineer's approval. Include aggregate type and gradation, percentage of modified emulsion, water and cement by weight of dry aggregate in the mix.

(2) Proportioning. Prior to use, the Engineer will designate the proportions to be used and must approve the design mix and all materials and methods.

Mineral Aggregate (lbs./sq. yd. dry wt., minimum)	15*
Modified Emulsion (percent residue, minimum)	6.5*
Mineral Filler (percent by weight of dry aggregate)	1.0 to 3.0**
Additive	As required

\* Or as shown in the Contract Documents.

\*\* Unless otherwise approved by the Engineer.

(3) Aggregate and Asphalt. Screen the aggregate for lumps, and weigh it before delivery to the lay down machine. Weigh the emulsified asphalt. The Engineer will approve the screens and scales.

Provide individual volume or weight controls for proportioning each item to be added to the mix. Calibrate and mark each material control device. Locate the devices to be accessible for ready calibration, and place so the Engineer can determine the amount of each material used at any time.

Mineral filler may be added at the loading facility, provided the Engineer approves accurate proportioning and metering devices, and there is no detrimental effect on the final product.

**b. Surface Preparation.** Immediately before applying the modified microsurfacing, thoroughly clean the surface of the roadway of all foreign material and pre-wet as required.

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**c. Ruts.** When shown in the Contract Documents, fill ruts, utility cuts and depressions in the existing surface before placing the final surface. Cover ruts and irregularities of less than ½ inch in depth with a full width scratch coat. Accomplish the scratch coat by using a rigid rear seal in the spreading equipment.

Independently fill ruts greater than ½ inch in depth using a rut filling spreader box 5 to 6 feet in width. Crown ruts filled with a rut filling spreader box to compensate for compaction.

Ruts in excess of 1 ½ inches require multiple passes with the spreader box to restore the original cross section. When multiple passes are required, carry traffic overnight on each rut-filling pass before a subsequent filling pass is made.

**d. Mixing and Spreading.** Mix and spread the microsurfacing materials with a self propelled machine capable of accurately delivering and proportioning all of the required components. Operate the machine continuously while loading, eliminating construction joints. Do not use lumping, balling or unmixed aggregate.

Place longitudinal joints on lane lines. Do not overlap or leave gaps in longitudinal joints. Construct a finished microsurface with a uniform texture and free of scratches, tears and other surface irregularities. Repair the surface if any of these conditions exist:

- more than 1 surface irregularity that is ¼ inch or wider and 10 feet or longer in any 100 foot section of the microsurface;
- more than 3 surface irregularities that are ½ inch or wider and more than 6 inches long in any 100 foot section of the microsurface; or
- any surface irregularity that is 1 inch or wider and more than 4 inches long.

Construct finished, uniform, longitudinal and transverse joints in the microsurface. Repair the joints if any of these conditions exist:

- build-up of microsurface material at the joints;
- uncovered areas at the joints;
- longitudinal joints with more than ½ inch vertical space between the surface and a 4 foot straightedge placed perpendicular to the joint; or
- transverse joints with more than ¼ inch vertical space between the surface and a 4 foot straightedge placed perpendicular to the joint.

Construct the edges of the microsurface to follow the centerline, lane lines, shoulder lines and curb lines. Repair edges that vary more than ± 3 inches from a 100 foot straight line (or a 100 foot arch on a curved section).

Use methods approved by the Engineer to correct deficiencies in the microsurface. Construct a dense, repaired surface with a uniform texture.

**e. Curing.** Provide adequate means to protect the microsurface from damage by traffic until the mixture has cured sufficiently. Allow the surface of microsurfacing to cure so as to not adhere to or be picked up by the tires of vehicles. Allow traffic to use the microsurfacing when cured.

Cure the material used for filling wheel ruts a minimum of 24 hours before the full width coverage is applied.

### **f. Maintenance of Traffic.**

Maintain traffic according to **DIVISION 800** and the following:

- Station 1 flagger immediately ahead of the application of the microsurfacing material and 1 flagger immediately behind the section being cured.
- Display suitable speed limit signs and “fresh oil” signs. Move the signs forward with the flaggers as the work progresses.
- Suspend application of the microsurface early enough each day to permit traffic to safely travel over the completed work before sunset.
- Repair any traffic damage to the microsurface at Contractor expense.

**g. Seasonal and Weather Limitations.** Construct the microsurfacing between May 1 and October 15. Do not place microsurfacing when the ambient air temperature is less than 60°F, or the weather is foggy or raining, and the air temperature is forecasted to go below 32°F within 24 hours following the placement.

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### **606.4 MEASUREMENT AND PAYMENT**

The Engineer will measure aggregate for microsurfacing, emulsified asphalt (modified) and mineral filler by the ton. No deduction will be made for moisture in the aggregate. When sacked portland cement is used, 1 sack equals 94 pounds.

Water used for pre-wetting the pavement surface and mix water is subsidiary to other bid items and will not be measured for payment.

Material used to correct surface deficiencies in the microsurfacing will not be measured for payment.

Payment for "Aggregate for Microsurfacing", "Emulsified Asphalt (Modified)" and "Mineral Filler" at the contract unit prices is full compensation for the specified work.