TABLE 605-1 APPLICATION TEMPERATURE FOR TACK COAT	
Asphalt Material	**Temperature Range**
Asphalt Binder, Grade PG 64-22	350 - 400°F
Emulsified Asphalt, Grade RS-1H	90 - 150°F
Emulsified Asphalt, Grade CRS-1	90 - 150°F
Emulsified Asphalt, Grade CRS-1H	90 - 150°F
Emulsified Asphalt, Grade HFMS-1	90 - 160°F
Emulsified Asphalt, Grade CRS-2	125 - 185°F

605-8 APPLICATION OF TACK COAT

Apply only as much tack coat material as can be covered with base, intermediate or surface course material during the next day's operation except where public traffic is being maintained.

If public traffic is being maintained, cover the tack coat in the same day's operation. Provide safe traffic conditions. If needed, apply suitable granular material so it bonds to the tack coat. In addition, the Engineer may limit the application of tack coat in advance of the paving operation depending on traffic conditions, project location, proximity to business or residential areas or other reasons.

Take necessary precautions to limit the tracking or accumulation of tack coat on either existing or newly constructed pavements. Excessive accumulation of tack coat requires corrective measures.

Apply tack coat with a distributor spray bar that can be adjusted to uniformly coat the entire surface at the directed rate. Use a hand hose attachment only on irregular areas and areas inaccessible to the spray bar. Cover these areas uniformly and completely.

Apply tack coat as directed by and in the presence of the Engineer. Do not place any asphalt mixture until the tack coat has sufficiently cured.

Apply tack coat to all exposed transverse and longitudinal edges of each course before mixture is placed adjacent to such surfaces. Apply tack coat to contact surfaces of headers, curbs, gutters, manholes and vertical faces of old pavements.

Cover bridge floors, curbs and handrails of structures and all other appurtenances to protect them from tracking or splattering tack coat material.

605-9 PROTECTION OF TACK COAT

After the tack coat has been applied, protect it until it has cured for a sufficient length of time to prevent it from being picked up by traffic.

605-10 MEASUREMENT AND PAYMENT

There will be no direct payment for the work covered by this section.

Payment at the contract unit prices for the various mix items covered by Sections 610, 650 and 654 will be full compensation for all work covered by this section.

SECTION 607
MILLING ASPHALT PAVEMENT

607-1 DESCRIPTION

Perform the work covered by this section including, but not limited to, milling and re-milling the pavement at locations, depths, widths and typical sections indicated in the contract; cleaning the milled surface; loading, hauling and stockpiling the milled material for use in recycled asphalt mixtures; and disposal of any excess milled material.

Except where the milled material is used in the work or where otherwise directed, provide areas outside the right of way to dispose of milled material, which shall be property of the Contractor.

607-2 EQUIPMENT

Use a self-propelled unit capable of removing the existing asphalt pavement to the depths, widths and typical sections shown in the contract. Use milling machines designed and built exclusively for pavement milling operations and with sufficient power, traction and stability to accurately maintain depth of cut and slope. Use milling machines equipped with an electronic control system that will automatically control the longitudinal profile and cross slope of the milled pavement surface. Accomplish this through the use of a mobile grade reference, an erected string line, joint matching shoe, slope control systems or a combination of approved methods. Use an erected fixed stringline when required by the contract. Otherwise, use a mobile grade reference system capable of averaging the existing grade or pavement profile over at least 30 ft. Use either a non-contacting laser or sonar type ski systems with at least 4 referencing stations mounted on the milling machine at a length of at least 24 ft. Coordinate the position of the grade control system such that the grade sensor is at the approximate midpoint of the mobile reference system. Use a machine capable of leaving a uniform surface suitable for handling traffic without damage to the underlying pavement structure. Use a milling machine and other loading equipment capable of loading milled material to be used in other parts of the work without segregation.

Provide additional equipment necessary to satisfactorily remove the pavement in the area of manholes, water valves, curb, gutter and other obstructions.

Equip the milling equipment with a means of effectively limiting the amount of dust escaping from the removal operation in accordance with Federal, State and local air pollution control laws and regulations.

607-3 CONSTRUCTION METHODS

Mill the existing pavement to restore the pavement surface to a uniform longitudinal profile and cross section in accordance with typical sections shown in the plans. Where indicated in the contract, remove pavement to a specified depth and produce a specified cross slope. Mill intersections and other irregular areas unless otherwise directed by the Engineer.

The Contractor may elect to make multiple cuts to achieve the required depth of cut or cross slope required by the plans.

Establish the longitudinal profile of the milled surface by a mobile string line on the side of the cut nearest the centerline of the road. Establish the cross slope of the milled surface by an automatic cross slope control mechanism or by a second skid sensing device located on the opposite edge of the cut. The Engineer may waive the requirement for automatic grade and cross slope controls where conditions warrant.

Operate the milling equipment so as to prevent damage to the underlying pavement structure, utilities, drainage facilities, curb and gutter, paved surfaces outside the milled area and any other appurtenances. Produce milled pavement surfaces that are reasonably smooth and free of excessive scarification marks, gouges, ridges, continuous grooves or other damage. Repair any leveling or patching required as a result of negligence by the Contractor with hot asphalt plant mix in a manner acceptable to the Engineer. Coordinate the adjustment of manholes, meter boxes and valve boxes with the milling operation in accordance with Article 858-3 including a temporary asphalt ramp.

When necessary, the contractor may remove the top section of a utility and use a bridge steel plate placed to cover the entire width of the structure, ensuring no debris is dropped inside the structure. Backfill with compacted material and hot mix asphalt as a temporary riding surface as well as any further necessary requirements of the utility owner. This steel plate must be capable of carrying any traffic load carried by the facility. Where necessary, double-reference the location of each structure that has been removed and maintain a map of their location. Construct a temporary ramp of asphalt plant mix to extend a minimum of 3 ft around raised structures before opening to traffic.

The Engineer may require re-milling of any area exhibiting laminations or other defects. Thoroughly clean the milled pavement surface of all loose aggregate particles, dust and other objectionable material. Disposing or wasting of oversize pieces of pavement or loose aggregate material will not be permitted within the right of way.

Conduct pavement removal operations so as to effectively minimize the amount of dust being emitted. Plan and conduct the operation so it is safe for persons and property adjacent to the work including the traveling public.

607-4 TOLERANCE

Remove the existing pavement to the depth required by the contract. The Engineer may vary the depth of milling.

607-5 MEASUREMENT AND PAYMENT

(A) Milled Asphalt Pavement

Milled Asphalt Pavement, __" Depth and *Milling Asphalt Pavement*, __" *to* __" to be paid will be the actual number of square yards of pavement surface milled in accordance with this Specification. In measuring this quantity, the length will be the actual length milled, measured along the pavement surface. The width will be the width required by the plans or directed, measured along the pavement surface.

(B) Milled Asphalt Pavement Depth Varies from Required Depth

Where the depth of milling varies from the required depth, no adjustment in the contract unit price for *Milling Asphalt Pavement, __" Depth* and *Milling Asphalt Pavement*, __" *to* __" will be made, except if the Engineer directs the depth of milling per cut to be altered by more than 1". In this case, either the Department or the Contractor may request an adjustment in unit price in accordance with Article 104-3. In administering Article 104-3, the Department will give no consideration to value given to RAP due to the deletion or reduction in quantity of milling. Article 104-3 will not apply to the item of *Incidental Milling*.

For each square yard that the Engineer directs to be milled, including, but not limited to, the mainline, turn lanes, bus loading and unloading areas, widening for bus or truck U-turns, shoulders, intersections and crossovers requiring any additional equipment necessary to remove pavement in the area of manholes, water valves, curb, gutter and other obstructions, compensation will be made at the contract unit price per square yard for *Milling Asphalt Pavement, __" Depth* or *Milling Asphalt Pavemen*t, __" *to* __".

(C) Incidental Milling

Where the Contractor is required to re-mill areas that are not due to the Contractor's negligence and whose length is less than 100 ft or butt joints that are not a portion of the milling areas outlined in Subarticle 607-5(B), measurement will be made as provided in Subarticle 607-5(A) for each cut he is directed to perform. Where the Contractor elects to make multiple cuts to achieve the final depth, no additional measurement will be made. Compensation will be made at the contract unit price per square yard for *Incidental Milling.*

(D) Milling of Defects

If defects are determined to be the result of the Contractor's negligence, then measurement for the re-milling or repairs will not be made. If the Engineer directs re-milling of an area that is equal to or greater than 100 ft and is not due to the Contractor's negligence, the re-milled area will be measured as provided in Subarticle 607-5(A) and paid at the contract unit price per square yard for *Milled Asphalt Pavement, __" Depth* or *Milling Asphalt Pavement, __" to __"*.

Payment will be made under:

Pay Item	Pay Unit
Milling Asphalt Pavement, __" to __"	Square Yard
Milling Asphalt Pavement, __" Depth	Square Yard
Incidental Milling	Square Yard

SECTION 609
QUALITY MANAGEMENT SYSTEM FOR ASPHALT PAVEMENTS

609-1 DESCRIPTION

Produce and construct asphalt mixtures and pavements in accordance with a quality management system as described herein. Apply these *Standard Specifications* to all materials and work performed in accordance with Division 6. Perform all QC activities in accordance with the Department's *Hot Mix Asphalt Quality Management System (HMA/QMS) Manual* in effect on the date of contract advertisement, unless otherwise approved.

(A) Quality Control (QC)

Define a "quality control (QC) program" as all activities, including mix design, process control, plant and equipment calibration, sampling and testing and necessary adjustments in the process that are related to production of a pavement that meet the *Standard Specifications*. Provide and conduct a QC program in accordance with this section.

(B) Quality Assurance (QA)

Define a "quality assurance (QA) program" as all activities, including inspection, sampling and testing related to determining that the quality of the completed pavement conforms to specification requirements. The Department will conduct a QA program in accordance with Article 609-10.

609-2 MIX DESIGN/JOB MIX FORMULA REQUIREMENTS

Apply all requirements of Article 610-3.

609-3 FIELD VERIFICATION OF MIXTURE AND JOB MIX FORMULA ADJUSTMENTS

Conduct field verification of the mix at each plant within 30 calendar days before initial production of each mix design, when required by the Allowable Mix Adjustment Policy and when directed as deemed necessary.

Field verification testing consists of performing a minimum of one full test series on mix sampled and tested in accordance with Subarticle 609-6(B). When producing warm mix asphalt (WMA), field verification testing will include performing a tensile strength ratio (TSR) testing in accordance with AASHTO T 283 as modified by the Department. Mix obtained from Department or non-Department work may be used for this purpose provided it is sampled, tested and the test data handled in accordance with the *HMA/QMS Manual* and this article.