

Paving Checklist

District: _____	Contract Number: _____
Residency: _____	Contractor: _____
Route: _____	Paving Date: _____
From Location: _____	HMA Mix Type: _____
To Location: _____	Thickness/Application Rate: _____

Pavement Surface Activities:

Activity	Yes/No	Reference
Surface Defects/Potholes/Reflectors/Raised Pavement Markers Repaired?		Contract Documents
Nuclear Gauge Calibrated?		VTM 76
Ruts Filled In or Milled?		Contract Documents
Thermoplastic Removed? Traffic Loops and Sensor Addressed?		Contract Documents
Ride Data Provided to Contractor? (If applicable)		SP for Rideability

Pre-Paving Activities:

Activity	Yes/No	Measurement	Reference
Is traffic maintained and protected in accordance with the Contract Documents and MOT plan if applicable?			Section 105.14
Pavement Surface to be Milled?			Section 515
If Yes, Surface Milled to Proper Depth?		Inches	Section 515.02(b)
<i>Scabbing Removed?</i>			Section 515.02(b)
<i>Surface Clean?</i>			Section 515.02(b)
<i>Surface Texture Less Than 2.0 mm MTD?</i>		Inches	SP for Planing AC Pavement
If No, Existing Surface Clean and No Puddled Water?			Section 315.04/315.05 (c)
Has the approved mix design, tack and C-25 been confirmed.			
Tack Coat Applied to Surface at Proper Rate/Uniformly?		Gal/SY	Section 310.03
Tack Coat Applied at Proper Rate to:			
<i>Transverse Joint?</i>		Gal/SY	Section 315.05(b)1 – Tacking
<i>Longitudinal Joint?</i>		Gal/SY	Section 315.05(b)1 – Tacking

AC Placement Activities: Control Strip/Trial Section # _____ Test Sections/Day's Production _____

Activity	Yes/No	Measurement	Reference
Proper Mix has been delivered to Project?			Contract
Minimum Surface/Base Temperature Met?			Section 315.04/SP
Minimum Air Temperature Met (SMA Only)?			SP
Transverse Construction Joint Vertical?			Section 315.05(f)
MTV used?			SP
AC Temperature Measurement – Truck and Behind Screed			Section 315.04(b)
Is there visual segregation?			Section 315.05(c)
Longitudinal Joint:			
HMA Quality Construction Memo 06/21/05?			
<i>Is Joint Straight?</i>			Section 315.05(c)
<i>Is Joint Offset 6" from underlying Joint?</i>			Section 315.05(c)
<i>Is Joint Being Bumped Back?</i>			Section 315.05(f)
<i>Is there Extra Material at the Joint for Compaction?</i>			Section 315.05(f)
Is the Paving Train Moving?			Section 315.05(c)
Straightedge Used to Check Joints and Mat by contractor and Inspector?			Section 315.07(a)
Roller Pattern Established/Number of rollers?			Section 315.05(e) 1./VTM 76
Control Strip Established and Density Passed?			Section 315.05(e) 1.a./VTM 76
Provide Random Density Test Locations?			Section 315.05(e) 1.b./VTM 76
Density Core/Plug Holes Tacked and Patched?			Section 315.06
Correct striping and temperature requirement met.			Section 246, 512.03

Paving Checklist – Supplement

Pre-paving Activities/ Risk Management:

Activity	Yes/No	Reference
Has a pre-paving meeting been held to discuss potential Safety Issues, Risks and solutions?		Project Team
Have solutions to project risks been discussed and are they <u>ready to be implemented</u> in the field without delay?		Project Team
Has milling and possible problems such as scabbing that will need a leveling course, additional or reducing milling been discussed?		Project Team
Has the entity that is responsible for patching bad areas (Contractor or VDOT) prior to pavement placement been notified and given ample time to make repairs?		Project Team
Has topic to use State Police been discussed and Contract for same secured		Project Team
Have all immediate Contact numbers for the people who have permission to make immediate decisions in regards to Safety and Product Quality been handed out and approved?		Project Team
Has pavement / Milling Meeting been held to discuss solutions for risk encountered prior to milling?		Project Team
Does inspector <u>on Site</u> that will make decisions regards to milling have at least one Pavement season experience in regards to these decisions?		Project Manager

Paving Cheat Sheet – Supplement

Asphalt resurfacing is done over long linear distances with imprecise information and sometimes inconsistent qualities of the existing conditions uncovered during milling and paving.

This often requires the inspector, in partnership with the contractor to make (or recommend) decisions to modify the contract. These decisions are almost always needed within minutes or under an hour because it likely impacts equipment, crew changes, on site production, product storage at the plant, and plant production as well as maintenance of traffic.

Here is a guide of common situations requiring quick decisions and potential solutions:

Problem: Unforeseen gore or wedge area when only SMA is on the contract. Gores or wedge areas require significant work by hand and the strict structure requirements of SMA make it difficult to work by hand and still get an acceptable mat.

Solution: Allowing the contractor to hand place another surface mix such as SM 12.5 in a wedge area is an appropriate solution. This will allow the contractor to be able to hand work the mix to provide positive drainage. Note to make sure that the contract has a SM 12.5 mix or that an agreement for payment is worked out before the work is done.

Problem: Scabbing remains after planing or milling. This potentially impacts, durability, bonding, and ride ability.

Solution: Lower the milling head. Inconsistent old surface mix may require the milling head be adjusted several times during a milling/planing operation. If increased milling depth has an impact on strength because of reduced structure there are several options:

Increase the depth of surface mix being placed up to the maximum.

Switch to a base mix and surface over it.

Switch to an IM and come back and resurface the following year.

Problem: Insufficient base on secondary road to get compaction

Solution: Require the Contractor to perform a roller pattern/control strip and use that maximum density as the new target or give forbearance (a one-time waiver) on compaction or, place base followed by surface mix which will be additional cost.

Problem: Paving turtle back secondaries.

Solution: Increase depth of pavement to maximum or place leveling course before surfacing. If no leveling course is placed, you will not be able to achieve consistent compaction.

Problem: Water perking through base after milling.

Solution: Dewater with a spring box, stone, drain tile, French drain, before surfacing.

Problem: Cracked or broken bridge approach slabs.

Solution: Sawcut, remove bad section, and repair with concrete or asphalt plant mix.

For Additional information on how to fix common paving issues go to the link below:

<http://www.pavementinteractive.org/category/pavement-management/pavement-/>