**SECTION 32 11 26.17**

**PULVERIZED AND RE-LAID PAVEMENT**

###### BASED ON DFD MASTER SPECIFICATION DATED 12/30/2022

This section has been written to cover most (but not all) situations that you will encounter. Depending on the requirements of your specific project, you may have to add material, delete items, or modify what is currently written. The Division of Facilities Development expects changes and comments from you.

This specification section describes pulverizing and relaying pavement requirements while referencing the Wisconsin Department of Transportation Standard Specifications for Highway and Structure Construction, 2022 Edition.

##### PART 1 - GENERAL

**SCOPE**

The work under this section consists of providing all work, materials, labor, equipment, and supervision necessary to perform full depth in-place pulverizing of existing asphalt as provided for in these specifications and on the drawings.

This section describes full depth in-place pulverizing of the existing asphaltic pavement along with a portion of the underlying base and relaying the pulverized material to construct a new base.

Included are the following topics:

Part 1 - GENERAL

Scope

Related Work

Reference Documents

Part 2 - MATERIALS

Not Used

Part 3 - EXECUTION

Pulverized and Re-laid Pavement

RELATED WORK

***(Note to the designer: The A/E must determine if this work will impact other related work or Contractors and should revise these specifications accordingly to only include those Sections that apply to the project.)***

Applicable provisions of Division 01 govern work under this Section.

Related Work Specified Elsewhere:

Section 30 05 00 – Common Work Results For All Exterior Work

Section 32 11 23.33 – Dense Graded Base

Section 00 00 00 – (Section Title)

**REFERENCE DOCUMENTS**

Where reference is made to WisDOT or SSHSC in this specification it shall mean the pertinent sections of the Wisconsin Department of Transportation, Standard Specifications for Highway and Structure Construction (SSHSC), current edition, and all supplemental and interim supplemental and interim specifications.

**PART 2 - MATERIALS**

Not Used.

**PART 3 - EXECUTION**

**PULVERIZED AND RE-LAID PAVEMENT**

Work is to generally be performed as described in WisDOT SSHSC Section 325. Pulverize the full depth of the existing asphaltic pavement until 97 percent or more will pass the 2-inch sieve. Also pulverize the existing base to the depth the plans show and mix with the pulverized asphaltic pavement. Windrow material as construction operations dictate.

Immediately after pulverizing, relay the material with a paver, grader, or both a paver and grader.

If sufficient material is available at a given location, match the lines, grades, and cross slopes the plans show. If there is insufficient material at a given location, shape the available material to create a smooth profile and cross slope for a good ride. Eliminate localized bumps, depressions, and ruts. The contractor may be required to haul material from one location on the project to another.

Immediately after relaying, compact the re-laid material first with either a rubber tired roller or vibratory padfoot roller and second with a vibratory steel roller. Add water, as required, both before and during compaction. Compact each layer to the extent required for standard compaction under WisDOT SSHSC Subsection 301.3. Use compaction equipment as follows:

1. For a compacted lift of 6 inches or less, use equipment as specified in SSHSC subsection 301.3.1.
2. 2. For a compacted lift from 6 to 8 inches, use a 12.5-ton or heavier vibratory padfoot roller and an 8-ton or heavier vibratory steel roller.
3. 3. For a compacted lift greater than 8 inches, split into lifts less than 8 inches and use the equipment specified for those lift thicknesses.

Perform each day's pulverize and relay operations to avoid leaving abrupt longitudinal differences between adjacent lanes. Grade shoulders adjacent to pulverized areas by the end of each work day to provide positive drainage of the pavement. Repair surface damage caused by intervening construction or public traffic immediately before paving as necessary to provide a good riding pavement.

##### END OF SECTION