



Pavement Checklist



February 2016

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Construction Division

Back to Basics but New and Improved!!

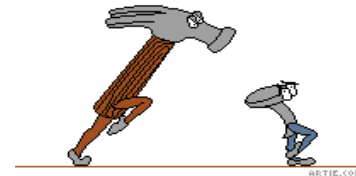


- **Pavement Checklist has existed for a long time**
 - Pre-paving Activities/ Risk Management added.
 - Expanded to add “cheat sheet”
 - Provided link to the website Pavement Interactive
- **Located on VDOT’s Public Website**
 - Accessible to web user 24/7/365 on smartphone, iPad, laptop
 - Inside VDOT and Outside VDOT mean limited access
 - When possible we need to make information accessible to everyone.

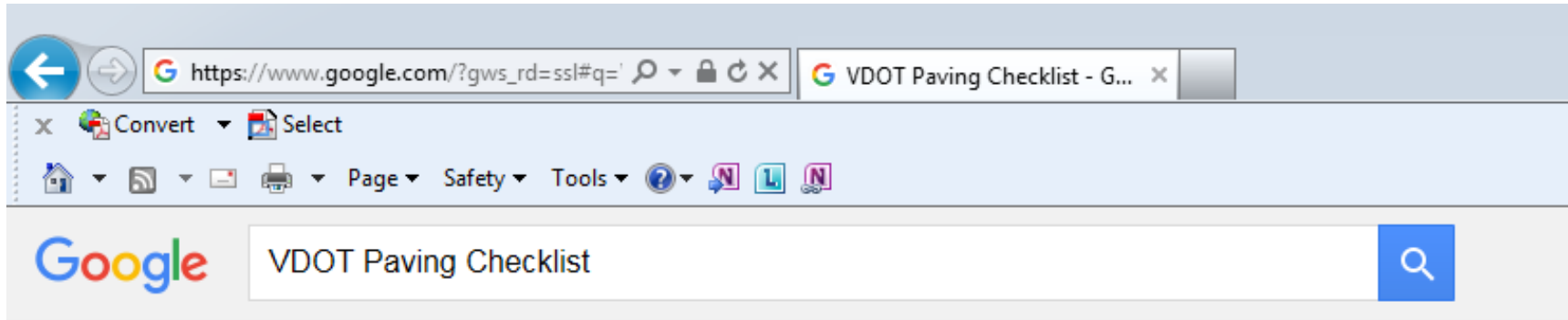
Paving Checklist Back to Basics!!



- **Paving Checklist is not mandatory**
 - Good to use at the beginning of the paving season
 - Good to use if starting new project or with new personnel
- **Use as a tool not a hammer**
 - Experienced personnel are getting stretched thin.
 - We need to teach and mentor the new generation of the industry the right way to do things.
 - This is an additional way to document that you are doing things the right way.



Internet Access



About 21,300 results (0.96 seconds)

[PDF] Paving Checklist

www.virginiadot.org/.../Announce... Virginia Department of Transportation
Paving Checklist. District: Contract ... Pavement Surface Activities: Activity. Yes/No.
Reference. Surface Defects/Potholes/Reflectors/Raised Pavement Markers Repaired?
Contract ... (Contractor or VDOT) prior to pavement placement been.

<http://VDOT Paving Checklist>

Paving Checklist

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

Pavement Surface Activities:

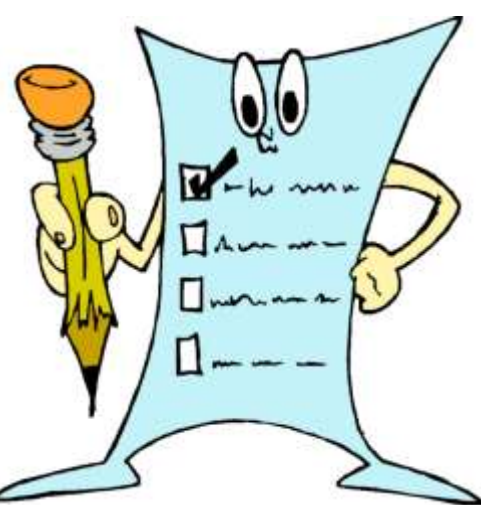
Activity	Yes/No	Reference
Surface Defects/Potholes/Reflectors/Raised Pavement Markers Repaired?		Contract Documents
Nuclear Gauge Calibrated?		VTM 76
Ruts Filled In or Milled?		Contract Documents
Thermoplastic Removed? Traffic Loops and Sensor Addressed?		Contract Documents
Ride Data Provided to Contractor?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

Pre-Paving Activities:

Activity	Yes/No	Measurement	Reference
Is traffic maintained and protected in accordance with the general provisions sections?			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: 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-distresses/flexible-pavement-distress/page/3/>





pavement interactive



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Pavement Management

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Flexible Pavement Distress

An introduction to common forms of distress in flexible pavements.



Potholes

Description Small, bowl-shaped depressions in the pavement surface that penetrate all the way through the HMA layer down to the base course. They generally have sharp edges and vertical sides near the top of the hole. Potholes are most likely to occur on roads with thin HMA surfaces (25 to 50 mm (1 to 2 ...

[Read more](#) »



Transverse Screed Marks

Description Transverse indentations in the mat surface across the width of the mat. These indentations occur when the paver stops between truckloads of HMA and the screed rests on the hot mat. Problem Generally, transverse screed marks will not affect a pavement's structure but they will affect roughness.

Possible Causes Causes can be related to ... [Read more](#) »



Roller Marks

Description Indentations that remain in the mat surface after rolling operations are complete. Most roller marks are removed from the mat surface by finish rolling. Problem Roller marks may cause an increase in roughness, but by themselves they are not particularly damaging to pavement performance. Roller marks are, however, an indication of inadequate compaction and/or ...

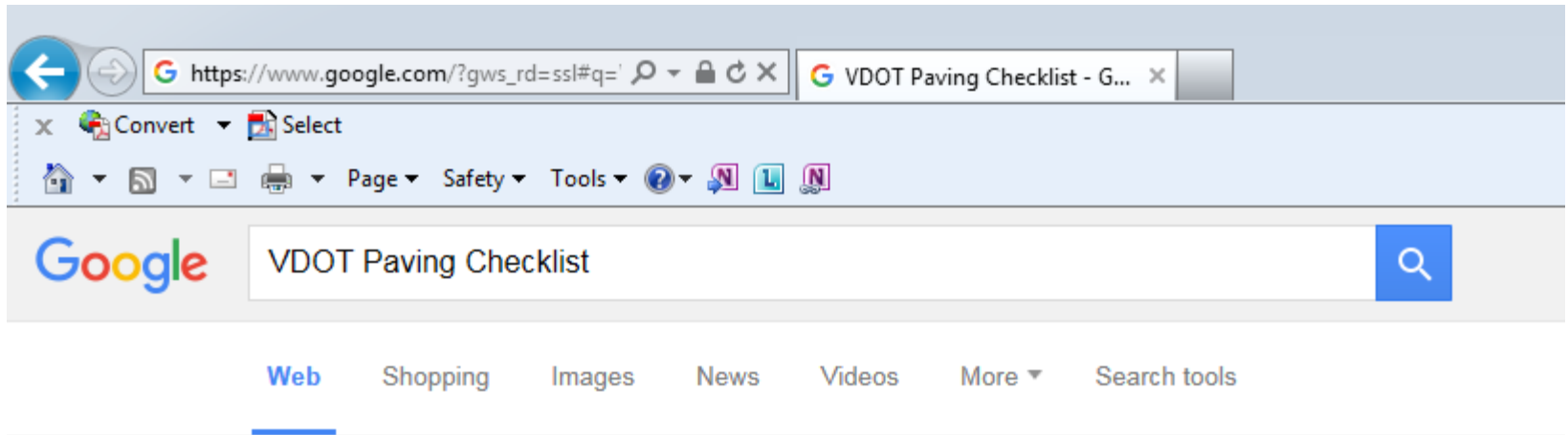
[Read more](#) »

Sponsors

Pavement Tool Consortium



Internet Access

The screenshot shows a web browser window with the address bar containing the URL: `https://www.google.com/?gws_rd=ssl#q='`. The search bar contains the text "VDOT Paving Checklist". Below the search bar, the "Web" tab is selected, and the search results are displayed.

About 21,300 results (0.96 seconds)

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