

# **CRACK AND SEAT PCC PAVEMENT PRIOR TO RESURFACING US 59 - SHELBY COUNTY**

**FINAL REPORT  
IOWA DEPARTMENT OF TRANSPORTATION  
PROJECT HR-527**

**FEBRUARY 1993**

Highway Division



**Iowa Department  
of Transportation**

Final Report  
for  
Iowa DOT Project HR-527  
Shelby FR-59-4(22)--2G-83  
Federal Highway Administration  
Experimental Project IA 86-02

CRACK AND SEAT  
PCC PAVEMENT PRIOR  
TO RESURFACING  
US 59 - SHELBY COUNTY

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February 1993

TECHNICAL REPORT TITLE PAGE

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<b>3. TITLE AND SUBTITLE</b> Crack and Seat PCC Pavement Prior to ACC Resurfacing - US 59 Shelby County	<b>4. TYPE OF REPORT &amp; PERIOD COVERED</b> Final Report, 3-86 to 2-93
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**7. ACKNOWLEDGEMENT OF COOPERATING ORGANIZATIONS**

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**8. ABSTRACT**

Asphalt concrete resurfacing is the most commonly utilized rehabilitation practice used by the Iowa DOT. The major problem with asphalt concrete resurfacing is the reflective cracking from underlying cracks and joints in the portland cement concrete (PCC) pavement. Cracking and seating the PCC prior to an asphalt overlay was the construction method evaluated in this project. There was cracking and seating on portions of the project and portions were overlaid without this process. There were also different overlay thicknesses used. Comparisons of crack and seating to the normal overlay method and the different depths are compared in this report. Cracking and seating results in some structural loss, but does reduce the problem of reflection cracking.

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<b>9. KEY WORDS</b> Crack and seat A.C.C. overlay Asphalt pavement	<b>10. NO. OF PAGES</b> 29
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DISCLAIMER

The contents of this report reflect the views of the author and do not necessarily reflect the official views of the Iowa Department of Transportation. This report does not constitute any standard,

**INTRODUCTION**

Construction of an excellent network of primary highways across the State of Iowa has essentially been completed. The major task facing the Iowa Department of Transportation today is the maintenance and rehabilitation of that network. The most commonly utilized rehabilitation practice is asphalt concrete resurfacing. This practice will normally provide a good driving surface for at least 10 additional years. The major problem with asphalt concrete resurfacing is the reflection cracking from underlying cracks and joints in the portland cement concrete (PCC) pavement. Deterioration and spalling occur at these reflection cracks and are the limiting factor of the effective life of the asphalt concrete resurfacing.

In recent years, there has been renewed interest in cracking the underlying PCC pavement prior to the asphalt concrete resurfacing. This allows the thermal movement to take place at many close interval cracks and alleviates the necessity of all of the thermal movement occurring at the joints of the underlying PCC pavement. The states of Minnesota and Kentucky have reported success in reducing or at least delaying the number of reflective cracks by using cracking and seating prior to asphalt resurfacing. The Minnesota Department of Transportation has utilized cracking and seating in comparison with sections that have not been cracked and seated. These experimental projects have shown reduced reflection cracking in the cracked and seated

sections, at least on the short term. These reports of success have generated enough interest in Iowa that three cracking and seating overlay projects were constructed in 1986. The other two projects were on secondary roadways in Hamilton and Fremont Counties.

#### **PROJECT LOCATION AND CONTRACTUAL ARRANGEMENTS**

The experimental cracking and seating prior to asphalt concrete (AC) overlay was incorporated into an eight mile Shelby County resurfacing project FR-59-4(22)--2G-83. The cracking and seating was incorporated into the south end of the project south of Iowa Route 44 at Harlan. The traffic volume on this section is currently 2,650 ADT which includes 400 (15.1%) trucks. The successful bidder on the project, let May 13, 1986, was Western Engineering Co., Inc. of Harlan, Iowa. The 24,667 sq. yd. of cracking and seating was bid at \$0.85 per sq. yd.

#### **PRECONSTRUCTION CONDITION**

The PCC pavement to be cracked was constructed as US 59 relocation in 1970. It was slipformed, 24 ft. wide and 9 in. thick with sawed contraction joints without load transfer at a 20 ft. spacing. The pavement was constructed on earth subgrade. The concrete mix proportions included 626 lbs. of Type I cement, 1,478 lbs. sand, 1,472 lbs. of crushed limestone with 6% air (an Iowa DOT C-4 mixture). Test of concrete beams made during

construction yielded flexural strength modulus of rupture generally greater than 600 psi at 7 days of age.

Recent surface restoration reviews prior to October 1985 showed severe D-cracking requiring surface patching of many joints. This D-cracking deterioration is attributed to the use of crushed limestone coarse aggregate from the Logan Quarry in Harrison County. This coarse aggregate has yielded poor durability and has subsequently been rated as a Class 1 (showing visible deterioration in less than 10 years) and, as such, is no longer permitted in primary pavement nor in most secondary pavements. This loss of structure due to the severe joint deterioration made it a prime candidate for experimental cracking and seating.

#### **MATERIALS**

Mix designs (Appendix A) were developed for both a Type B asphalt concrete binder course and a Type A asphalt concrete surface course. The Type B mix (Appendix A) included 25% of a 3/4 in. top size crushed limestone and 20% 3/8 in. crushed limestone from the Clarke Limestone Co., Logan Pit at Logan, Iowa, in Harrison County. There was also 55% of a gravel material from Finley, Inc., Harlan Pit in Shelby County. These proportions provided a mixture that required a design asphalt content of 6.4%.

The Type A surface course was a three aggregate mix design. It included 25% of a 1/2 in. and 40% of a 3/8 in. crushed limestone; both from Clark Limestone Logan Quarry in Harrison County, and 35% of a gravel produced by Finley, Inc. from the Harlan Pit in Shelby County. The design for this aggregate mixture required 5.4% asphalt cement. The asphalt cement was an AC-10 grade supplied by Koch of Omaha, Nebraska.

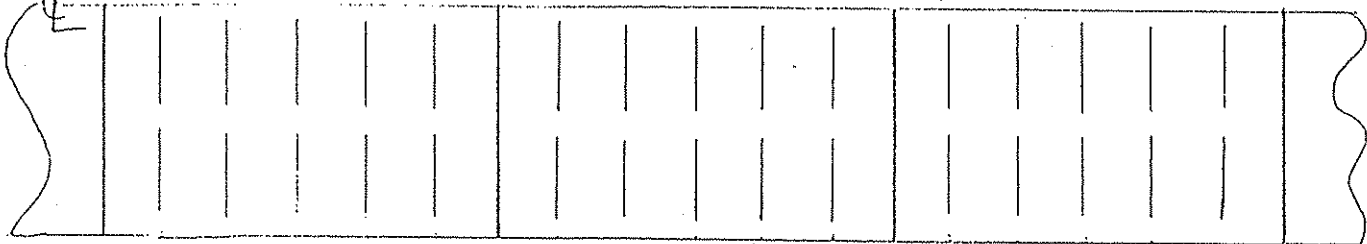
### **CONSTRUCTION**

The cracking and seating of the pavement was conducted in accordance with Supplemental Specification 1023 (Appendix B). Some partial depth patching had been completed prior to the first day of the asphalt concrete lay down operation. The cracking and seating on this project had been subcontracted to Antigo Construction of Wisconsin. Antigo Construction utilized a Wirtgen breaker with a 6 ton guillotine (blade type) head. The width of the head was approximately 58 in. and was equipped with a 2 in. wide metal blade striking edge. A test section was established in the southbound lane at the north end of the designated crack and seat area near Station 498 to determine the proper pattern with the Wirtgen breaker.

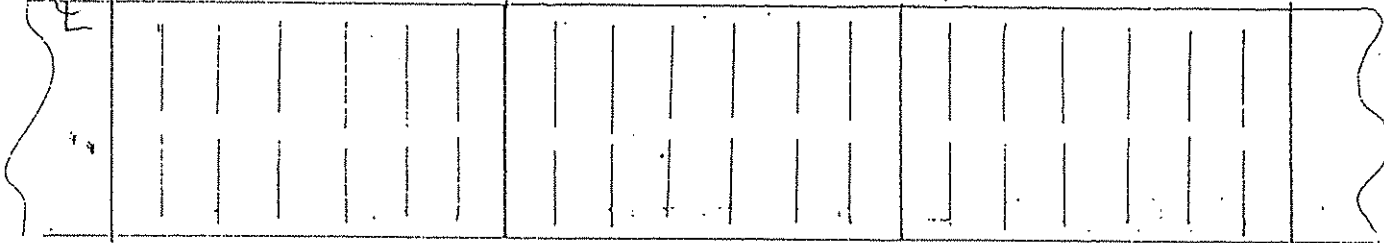
Pattern No. 1 (Figure 1) established a 16 in. drop with 10 blows between each transverse joint per lane. This pattern produced excessive continuous longitudinal cracks and the decision was made to reduce the energy input.



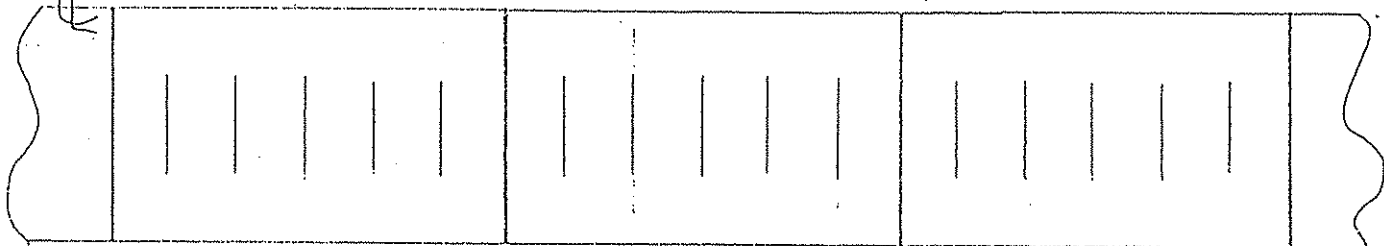
Striking Pattern No. 1 16-inch drop 10 blows/panel



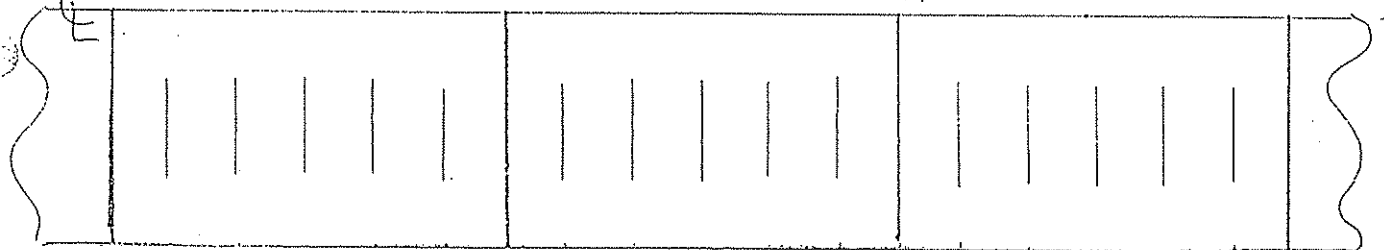
Striking Pattern No. 2 12-inch drop 12 blows/panel



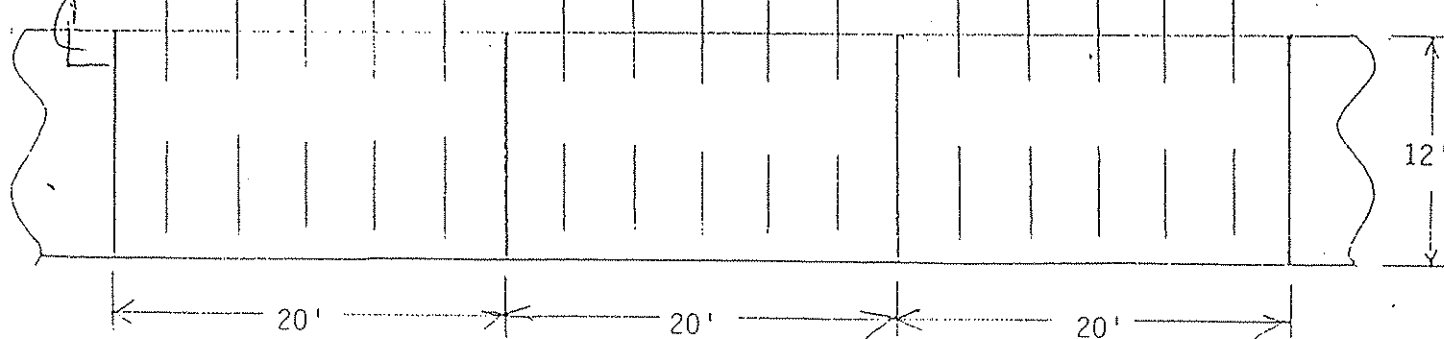
Striking Pattern No. 3 20-inch drop 5 blows/panel



Striking Pattern No. 4 16-inch drop 5 blows/panel



Striking Pattern No. 5 16-inch drop 5 blows/panel  
5 additional blows on centerline



Pattern No. 2 utilized only a 12 in. drop but the number of strikes per lane (12 ft. wide) between transverse joints (20 ft. spacing) was increased to 12. This also appeared to be too much energy as there was excessive longitudinal cracking.

Pattern No. 3 was a series of drops positioned in the center of the lane with 5 blows between transverse joints. A drop of 20 in. was utilized for this pattern. Pattern No. 3 produced excessive force on the slab with unpredictable cracks in all directions. The pattern severely fractured the pavement.

Pattern No. 4 was essentially the same as pattern No. 3 except that the height of drop was reduced to 16 in. This pattern reduced the adverse cracking, however, the transverse cracks that developed seemed to propagate toward the outside of the pavement at a 45° angle.

Pattern No. 5 utilized three series of blows with a 16 in. drop per full width of pavement. One series of five blows was placed approximately 1 ft. from the outside edge which generally produced a transverse crack across the panel. Another corresponding series was placed 1 ft. from the other edge of pavement. A third row of impacts was located at centerline to assure that the full width of the panel had been cracked.

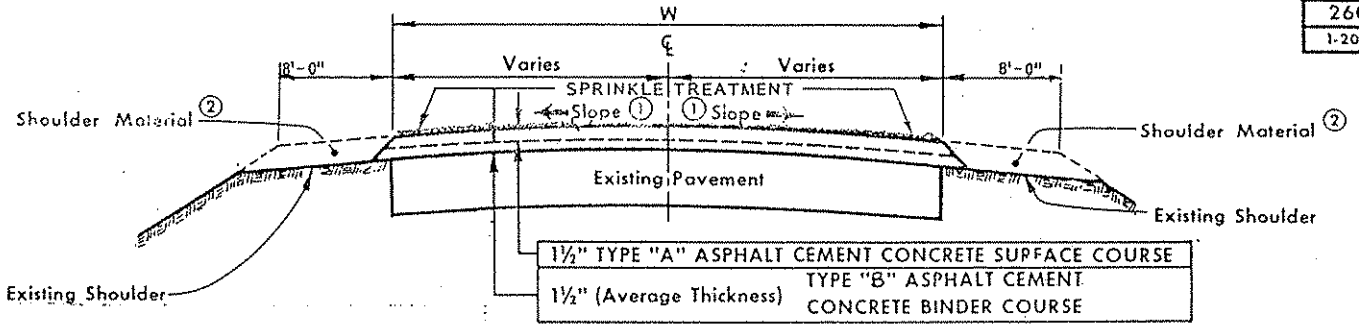
Pattern No 5 was selected for use on the project. The transverse cracks produced were not readily visible on the pavement surface.

Applying water did enhance their identification in some cases. The fractures generally were very fine and were confirmed by coring the pavement. Pavement cores did show the development of cracks in the pavement. Aggregate interlock was not sacrificed as the cores did not readily split when removed from the drill bit. There were some longitudinal cracks that were readily apparent from the surface. The transverse cracks did not always develop directly under the impact area.

The seating was accomplished with a pneumatic roller (approximately 6 ft. wide) with a gross load of 50 tons towed by a large farm tractor. Two roller passes were made in each lane. The first pass was over the outside 6 ft. followed by a pass next to centerline on the inside 6 ft. It was very difficult to visibly detect movement but cracking sounds could be heard.

Asphalt lay down operations began with the Type B binder course on August 26, 1986. The total thickness of asphalt concrete resurfacing varied from 3 in. to 6 in. (Table 1). The Type A surface course remained at 1 1/2 in. but the thickness of the Type B binder varied from 1 1/2 in. to 4 1/2 in. in thickness (Figure 2 & 3). All asphalt concrete was produced in an Aztec drum type mixer at Harlan, Iowa. The contractor achieved densities of approximately 97% in regard to the 2.33 laboratory density (Appendix C). This yielded voids of approximately 5%. The placement of all of the binder course was completed on September 16, 1986.

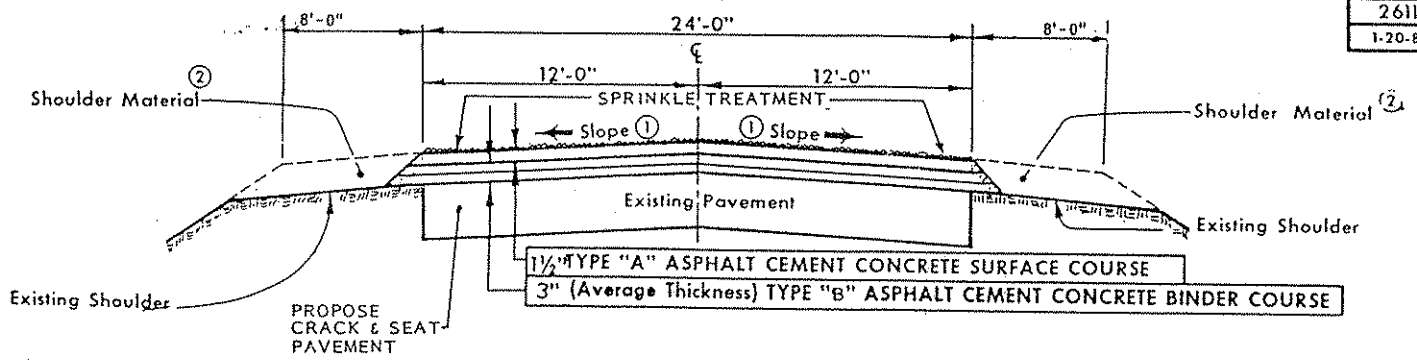
2602  
1-20-84



TYPICAL CROSS SECTION  
ASPHALT CEMENT CONCRETE RESURFACING

Figure 2

2611  
1-20-84



TYPICAL CROSS SECTION  
ASPHALT CEMENT CONCRETE RESURFACING

Figure 3

The 1 1/2 in. Type A surface course was placed from September 17, 1986, through September 30, 1986. The densities again were approximately 97% of the laboratory density that ranged from 2.36 to 2.38. This also yielded a void content of approximately 5%.

Table 1  
Cracking & Seating - US 59 at Harlan

<u>From</u>	<u>To</u>	<u>Description of Section</u>	
407+50	408+62.5	Taper 0 to 4 1/2"	No Cracking
408+62.5	416+00	4 1/2"	No Cracking
416+00	424+62.5	4 1/2"	Crack & Seat
424+62.5	425+00	Taper 4 1/2" to 6"	Crack & Seat
425+00	440+00	6"	Crack & Seat
440+00	440+37.5	Taper 6" to 4 1/2"	Crack & Seat
440+37.5	482+62.5	4 1/2"	Crack & Seat
482+62.5	483+00	Taper 4 1/2" to 3"	Crack & Seat
483+00	498+00	3"	Crack & Seat
498+00	505+40	3"	No Cracking

### TESTING AND EVALUATION

Crack surveys and Road Rater testing was performed annually on this project. Profilometer testing was completed shortly after construction and again in August 1991. Rut depths were also measured in 1988 and 1991.

There has been some reflective cracking and some longitudinal cracking in the roadway. There is no severe cracking to date. The crack and seat areas have less cracks per 100 ft. than the control sections with the exception of the 3 in. section. The 6 in. section has the least cracking with the 4 1/2 in. sections having somewhat more and the 3 in. sections having the most. A summary of the crack surveys is given in Appendix C.

The Profilometer readings in 1986 were 3.35 in./mile northbound and 5.45 in./mile southbound. The Profilometer was again ran in 1991 with readings of 7.37 in./mile northbound and 12.25 in./mile southbound. The profile of the road is not as smooth now as it was in 1986, but it is still a fairly smooth riding roadway. The profilometer data is given in Appendix D.

The rut depth measurements are given in Appendix E.

The structural capacity of the original pavement prior to cracking and seating was determined with the Iowa DOT Road Rater on August 18, 1986. The Average structural rating northbound was 3.97, southbound 3.64 for an average reading of 3.81. The average structural rating after asphalt concrete resurfacing was obtained on October 9, 1986. The northbound lane had a structural rating of 5.22 while the southbound lane had a structural rating of 4.66 for an average structural rating of 4.94. This improvement in structural rating would be attributed to the additional thickness of asphalt concrete. Based upon the improvement from 3.81 to 4.94 (1.07) and the layer coefficient for hot mix concrete of 0.44 per inch, it would appear that some structural rating was lost due to the cracking. The 4 1/2 in. of asphalt concrete would theoretically add structural rating in the amount of 1.98 (4 1/2 x 0.44). The Road Rater results conducted annually are summarized in Appendix C. They show that the control sections have maintained a slightly better structural

value than the crack and seat sections of the same overlay thickness.

#### **SUMMARIZATION AND CONCLUSIONS**

The cracking and seating process has been evaluated for six years. The roadway has performed very well in that time. The crack and seating sections show less reflective cracking but a somewhat lower structural rating than the control sections.

In conclusion it can be stated that:

1. Cracking and seating does help in controlling the reflective cracking that occurs with asphalt concrete overlays.
2. Some structural value is lost with the cracking and seating process.

Appendix A  
Mix Designs and Materials



IOWA DEPARTMENT OF TRANSPORTATION 13  
OFFICE OF MATERIALS  
ASPHALT CONCRETE MIX DESIGN  
LAB LOCATION AMES

MIX, TYPE AND CLASS: TYPE A

LAB NO. ABD5-256

INTENDED USE: SURFACE

SIZE

SPEC. NO. 1000

DATE REPORTED 8-27-85

COUNTY SHELBY

PROJECT FR-59-4(21)--2G-83

CONTRACTOR WESTERN ENGR.

PROJ. LOCATION VARIOUS LOCATIONS FROM HARLAN TO CRAWFORD CO.

AGG. SOURCES 1/2" & 3/8" CR. LST.-CLARK LST.; HARRISON CO.; SAND - G. A.  
FINLEY, HARLAN, SHELBY CO.

JOB MIX FORMULA AGGREGATE PROPORTIONS: 25% AAT5-980; 40% AAT5-981; 35% AAT5-983

JOB MIX FORMULA - COMBINED GRADATION

1-1/2"	1"	3/4"	1/2"	3/8"	NO.4	NO.8	NO.16	NO.30	NO.50	NO.100	NO.200
100	99	86	62	47	34	23	9.2	6.0	4.9		

TOLERANCE:	98/100	7	7	5		4				2	
------------	--------	---	---	---	--	---	--	--	--	---	--

75 BLOW MARSHALL DENSITY 2.367

ASPHALT SOURCE AND APPROXIMATE VISCOSITY KOCH - 1110 POISES

PLASTICITY INDEX

% IN MIX	4.5	5.5	6.5
----------	-----	-----	-----

NO. OF MARSHALL BLOWS	50	50	50
-----------------------	----	----	----

MARSHALL STABILITY - LBS.	1883	2105	1845
---------------------------	------	------	------

FLOW - 0.01 IN.	7	7	11
-----------------	---	---	----

SP.GR. BY DISPLACEMENT(LAB DENS.)	2.306	2.351	2.357
-----------------------------------	-------	-------	-------

BULK SP. GR. COMB. DRY AGG.	2.645	2.645	2.645
-----------------------------	-------	-------	-------

SP. GR. ASPH. @ 77 F.	1.037	1.037	1.037
-----------------------	-------	-------	-------

CALC. SOLID SP.GR.	2.493	2.457	2.422
--------------------	-------	-------	-------

% VOIDS - CALC.	7.52	4.33	2.69
-----------------	------	------	------

RICE SP. GR.	2.468	2.435	2.402
--------------	-------	-------	-------

% VOIDS - RICE	6.56	3.45	1.87
----------------	------	------	------

% WATER ABSORPTION - AGGREGATE	0.74	0.74	0.74
--------------------------------	------	------	------

% VOIDS IN THE MINERAL AGGREGATE	16.47	16.00	16.68
----------------------------------	-------	-------	-------

% V.M.A. FILLED WITH ASPHALT	55.08	72.96	83.85
------------------------------	-------	-------	-------

CALCULATED ASPH.FILM THICKNESS(MICRONS)	8.34	10.47	12.64
---	------	-------	-------

FILLER/BITUMEN RATIO		0.91	
----------------------	--	------	--

A CONTENT OF 5.40% ASPHALT IS RECOMMENDED TO START THE JOB.

## COPIES:

ASPHALT MIX DESIGN  
FR-59-4(21)--2G-83, SHELBY  
VAN SNYDER  
J. ARN  
R. MONROE  
JORDISON  
HEINS  
WESTERN ENGR.  
W. OPPELAL

*USE in 1986 For:*

*SHELBY FR-59-4(22)--2G-83*

*cc: Ames Lab ✓  
Bill Burgan  
Western Engr  
Atlantic Lab.  
File ✓  
Mix Book*

SIGNED: BERNARD C. BROWN  
TESTING ENGINEER

*Comm  
Bul*

*8-28-85*

*Western 9-3*

MATERIAL: AGGR. FOR TYPE-A ASPH. (NO GIVEN S LAB NO.: AAT5-0983)

INTENDED USE: SURFACE

COUNTY: SHELBY

PROJ NO.: FR-59-4(21)--26-83

DESIGN:

CONTRACT NO.: 24519

PRODUCER: FINLEY INC

CONTRACTOR: WESTERN ENGR.

SOURCE: HARLAN

NE-36-079N-39W, SHELBY

QTY:

SAMPLE LOCATION :

SAMPLE DESC.:

SAMPLED BY:

SENDER'S NO.: 4MDS-069

DATE SAMPLED: / /

REC'D: 08/21/85

REPORTED: 08/29/85

TO BE USED WITH 4MDS-67 - 25% 4MDS-68 - 40%

FIELD  
% PSG.

#3	#4	#8	#16	#30	#50	#100	#200
100.0	96.0	88.0	69.0	46.0	9.2	2.4	0.5

COPIES:

- PROJECT
- GEOLOGY
- BITUMINOUS AGGREGATE
- DIST - 4, DIST - 3,
- J. ARN,

DISPOSITION:

SIGNED: BERNARD C. BROWN

- F = NON-COMPLIANCE
- x = SPEC NOT CHECKED
- R = CORRECTED ITEM

MATERIAL: - CR. STONE

LAB NO.: AATS-0981

SIZE: 3/8

INTENDED USE: SURFACE

COUNTY: SHELBY

PROJ NO.: FR-55-4(21)--26-83

DESIGN:

CONTRACT NO.: 24519

PRODUCER: CLARK LS CO

CONTRACTOR: WESTERN ENGR.

SOURCE: LOGAN QUARRY

-17-C79N-42W, HARRISON QTY:

SAMPLE LOCATION :

SAMPLE DESC.:

SAMPLED BY:

SENDER'S NO.: 4MDS-068

DATE SAMPLED: / /

REC'D: 08/21/85

REPORTED: 09/04/85

TO BE USED WITH 4MDS-67 25%, 4MDS-69 35%

FIELD  
% PSG.

3/8	#4	#8	#16	#30	#50	#100	#200
100.0	69.0	36.0	23.0	17.0	14.0	12.0	11.0

COPIES:

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- BITUMINOUS AGGREGATE
- DIST - 4, DIST - 3,
- J. ANN,

DISPOSITION:

SIGNED: BERNARD C. BROWN

- F = NON-COMPLIANCE
- \* = SPEC NOT CHECKED
- @ = CORRECTED ITEM

MATERIAL: TYPE A ASPHALT-CR. STONE 1/2" LAB NO.: AATE-0980

SIZE: 1/2

INTENDED USE: SURFACE

COUNTY: SHELBY

PROJ NO.: FR-55-4(21)--26-83

DESIGN:

CONTRACT NO.: 24519

PRODUCER: CLARK LS CO

CONTRACTOR: WESTERN ENGR.

SOURCE: LOGAN QUARRY

-17-079A-42W, HARRISON QTY:

SAMPLE LOCATION :

SAMPLE DESC.:

SAMPLED BY:

SENDER'S NO.: 4MDS-067

DATE SAMPLED: / /

REC'D: 08/21/85

REPORTED: 09/04/85

TO BE USED WITH 4MDS-68 40%, 4MDS-69 35%

FIELD	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
% PSG.	100.0	96.7	43.0	4.0	2.4	1.8	1.5	1.5	1.4	1.3

COPIES:

PROJECT  
GEOLOGY  
BITUMINOUS AGGREGATE  
DIST - 4, DIST - 3,  
J. ARN

DISPOSITION:

SIGNED: BERNARD C. BROWN  
F = NON-COMPLIANCE  
\* = SPEC NOT CHECKED  
@ = CORRECTED ITEM

MIX, TYPE AND CLASS: TYPE B

LAB NO. ABD4-180

INTENDED USE: BINDER

SIZE 3/4"

SPEC. NO. 1024

DATE REPORTED 8/21/86

COUNTY SHELBY

PROJECT FR-59-4(22)--2G-83

CONTRACTOR WESTERN ENGR.

PROJ. LOCATION FROM 2 MILES SO. IOWA 49 NORTH 8 MILES

AGG. SOURCES CR. LST. & 3/4" CHIPS - CLARK LIMESTONE, LOGAN, HARRISON CO.;  
PIT RUN - G. A. FINLEY, HARLAN, SHELBY CO.

JOB MIX FORMULA AGGREGATE PROPORTIONS: 20% AAT6-800; 25% AAT6-801; 55% AAT6-802

## JOB MIX FORMULA - COMBINED GRADATION

4-1/2"	4"	3/4"	1/2"	3/8"	NO.4	NO.8	NO.16	NO.30	NO.50	NO.100	NO.200
		100	92	78	64	54	45	33	17	8.8	7.0

TOLERANCE: 98/100

7

7

6

5

3\*

ASPHALT SOURCE AND APPROXIMATE VISCOSITY

KOCH - 1090 POISES

PLASTICITY INDEX

N. P.

% ASPH. IN MIX

5.25

6.25

7.25

NUMBER OF MARSHALL BLOW

50

50

50

MARSHALL STABILITY - LBS.

1895

1853

1443

FLOW - 0.01 IN.

8

10

14

SP. GR. BY DISPLACEMENT (LAB DENS.)

2.280

2.303

2.312

BULK SP. GR. COMB. DRY AGG.

2.620

2.620

2.620

SP. GR. ASPH. @ 77 F.

1.031

1.031

1.031

CALC. SOLID SP. GR.

2.461

2.425

2.391

% VOIDS - CALC.

7.35

5.05

3.30

RICE SP. GR.

2.433

2.401

2.340

% VOIDS - RICE

6.29

4.08

2.03

% WATER ABSORPTION - AGGREGATE

1.35

1.35

1.35

% VOIDS IN THE MINERAL AGGREGATE

17.55

17.59

18.15

% V.M.A. FILLED WITH ASPHALT

58.11

71.32

81.83

CALCULATED ASPH. FILM THICKNESS (MICRONS)

6.67

8.22

9.80

FILLER/BITUMEN RATIO

1.09

A CONTENT OF 6.4% ASPHALT IS RECOMMENDED TO START THE JOB.

\* ALSO CONTROLLED BY FILLER/BITUMEN RATIO.

COPIES:

ASPH. MIX DESIGN

FR-59-4(22)--2G-83, SHELBY

V. R. SHYDER

W. G. BURGAN

R. MONROE

J. SMYTHE

D. HEINS

WESTERN ENGR.

M. OPPELAL

SIGNED: MAX I. SHEELER  
TESTING ENGINEER

MATERIAL: TYPE - B ASPHALT

LAB NO.: AAT6-0800

CLASS: 1 SIZE: 3/8

INTENDED USE: BINDER

COUNTY: SHELBY

PROJ NO.: FR-59-4(22)--26-83

DESIGN:

CONTRACT NO.: 25602

PRODUCER: CLARK LS CO

CONTRACTOR: WESTERN ENGR.

SOURCE: LOGAN

-17-079N-42W, HARRISON QTY: 0 TONS

SAMPLE LOCATION: HERTHA LEDGE

SAMPLE DESC.:

SAMPLED BY: DIST. 3

SENDER'S NO.: 4MD6-039

DATE SAMPLED: / /

REC'D: 08/19/86

REPORTED: 08/26/86

TO BE USED WITH 4MD6-35 55% 4MD6-38 25% AC-10

FIELD % PSG.	3/8	#4	#8	#16	#30	#50	#100	#200
	100.0	75.0	52.0	38.0	30.0	25.0	22.0	19.0

COPIES:

PROJECT  
GEOLOGY  
BITUMINOUS AGGREGATE  
DIST - 4,  
W. BURGANS

DISPOSITION:

SIGNED: MAX I. SHEELER

F = NON-COMPLIANCE  
\* = SPEC NOT CHECKED  
a = CORRECTED ITEM

IIX DESIGN

IOWA DEPARTMENT OF TRANSPORTATION  
OFFICE OF MATERIALS  
TEST REPORT - BITUMINOUS AGGREGATE  
LAB LOCATION - AMES

MATERIAL: TYPE - B ASPHALT

LAB NO.: AATB-0801

CLASS: 1 SIZE: 3/4

INTENDED USE: BINDER

COUNTY: SHELBY

PROJ NO.: FR-59-4(22)--26-83

DESIGN:

CONTRACT NO.: 25602

PRODUCER: CLARK LS CO

CONTRACTOR: WESTERN ENGR.

SOURCE: LOGAN

-17-079N-42W, HARRISON QTY: 0 TONS

SAMPLE LOCATION : HERTHA LEDGE

SAMPLE DESC.:

SAMPLED BY: DIST. 3

SENDER'S NO.: 4MD6-038

DATE SAMPLED: / /

REC'D: 08/19/86

REPORTED: 08/26/86

TO BE USED WITH 4MD6-35 55%; 4MD6-39 20% AC-10 KOCH

FIELD	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
% PSG.	100.0	74.0	25.0	5.2	4.2	3.7	3.3	3.0	2.7	2.5

COPIES:

PROJECT  
GEOLOGY  
BITUMINOUS AGGREGATE  
DIST - 4,  
W. BURGAN,

DISPOSITION:

SIGNED: MAX I. SHEELER

F = NON-COMPLIANCE

MATERIAL: TYPE - B ASPHALT

LAB NO.: AAT6-0802

CLASS: 1 SIZE: 3/4

INTENDED USE: BINDER

COUNTY: SHELBY

PROJ NO.: FR-59-4(22)--26-83

DESIGN:

CONTRACT NO.: 25602

PRODUCER: FINLEY INC

CONTRACTOR: WESTERN ENGR.

SOURCE: HARLAN

NE-36-079N-35W, SHELBY

QTY:

SAMPLE LOCATION :

SAMPLE DESC.:

SAMPLED BY: GEARHART

SENDER'S NO.: 4MD6-035

DATE SAMPLED: / /

REC'D: 08/19/86

REPORTED: 08/26/86

TO BE USED WITH 4MD6-38 25%, 4MD6-39 20% AC-10 KOCH

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FIELD	3/4	1/2	3/8	#4	#8	#16	#30	#50	#100	#200
% PSG.	100.0	97.0	93.0	86.0	78.0	66.0	48.0	20.0	6.7	4.6

COPIES:

- PROJECT
- GEOLOGY
- BITUMINOUS AGGREGATE
- DIST - 4,
- W. BURGAN,

DISPOSITION:

SIGNED: MAX I. SHEELER

- F = NON-COMPLIANCE
- \* = SPEC NOT CHECKED
- a = CORRECTED ITEM



Appendix B  
Supplemental Specifications 1023



## Iowa Department of Transportation

SUPPLEMENTAL SPECIFICATIONS  
for  
CRACKING AND SEATING CONCRETE PAVEMENT

May 13, 1986

THE STANDARD SPECIFICATIONS, SERIES OF 1984, ARE AMENDED BY THE FOLLOWING ADDITIONS. THESE ARE SUPPLEMENTAL SPECIFICATIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

**1023.01 DESCRIPTION.** This work shall consist of cracking and seating existing PCC pavement, prior to resurfacing with ACC. Associated work may include removal of the existing ACC overlay, if present, and subdrain construction and shoulder work.

**1023.02 EQUIPMENT.** Cracking equipment shall be capable of producing the desired cracking pattern by providing a broad striking surface. Equipment that punches holes in the pavement or results in excessive spalling of otherwise sound sections shall not be used. A blade- or spade-type breaker is recommended and may be required.

Seating equipment shall be a roller meeting requirements of either Paragraph A or B, as follows:

A. The roller shall be a pneumatic-tired roller consisting of four rubber-tired wheels equally spaced across the full width and mounted in line on a rigid steel frame in such manner that all wheels carry equal loads, regardless of surface irregularities. Roller tires shall be capable of satisfactory operation at a minimum inflation pressure of 100 p.s.i., and tires shall be inflated to the pressure necessary to obtain proper surface contact pressure to satisfactorily seat pavement slabs. At the Contractor's option, tires may contain liquid. The roller shall have a weight body suitable for ballasting to a gross load of 50 tons, and ballast shall be such that gross roller weight can be readily determined and so controlled as to maintain a gross roller weight of 50 tons. The roller shall be towed with a rubber-tired prime mover.

B. The roller shall be a two-axle, self-propelled, pneumatic-tired roller, provided the roller is equipped with no more than seven tires, and the requirements in Paragraph A, above, concerning tire inflation pressure, surface contact pressure, and 50-ton gross weight are met.

Miscellaneous equipment shall include a means to dampen cracked pavement with water, a source of compressed air with 100 p.s.i. pressure, a rotary broom described in 2001.14, and various hand tools as needed.

Section 2214 shall apply to equipment for removal of existing ACC overlay. Removal by other methods and equipment will be allowed.

**1023.03 REMOVAL OF EXISTING ACC OVERLAY.** All asphaltic and other bituminous material existing on the pavement surface shall be removed from the area to be cracked before cracking the area. Removal shall be a continuous operation, but removal of asphaltic full-depth patches is not required. Removal shall be to the underlying PCC pavement and in accord with requirements of Section 2214, excluding 2214.05.

Foamed material in existing pressure-relief joints should be removed prior to removal of the ACC overlay.

Scarification shall be to the full width of the lane, with a suitable runout at the end, before the lane is opened to public traffic. Scarification shall be planned and done so as to leave no vertical dropoff at the centerline or lane line overnight. Where an overnight dropoff results from unforeseen conditions, the approaches shall be signed with a ROAD WORK AHEAD sign, and the dropoff shall be marked with vertical panels. The vertical panels shall be placed at 150-foot intervals in rural areas and at 50-foot intervals in urban areas, with a minimum of three vertical panels at each dropoff location.

Additional scarification of the existing PCC pavement may be required at bridge approaches and other fixed objects, as designated on the plans.

**1023.04 PAVEMENT CRACKING.** The existing PCC pavement shall be cracked so as to produce full-depth, generally transverse, hairline cracks at a nominal spacing designated on the plans. When not designated, the spacing shall be 1 1/2 feet to 3 feet. Induced cracking closer than 2 1/2 feet from an existing crack or joint or deteriorated concrete shall be avoided. Care shall be taken to prevent the formation of a continuous longitudinal crack.

When cracking operations begin, the Engineer will designate test sections of approximately 100 feet. The Contractor shall crack the test sections using varying energy and striking patterns until a satisfactory cracking pattern is established. This energy and striking pattern shall then be used for the remainder of the project, unless the Engineer determines that a satisfactory cracking pattern is no longer being produced. Adjustments shall then be made to the energy and/or striking pattern as necessary to re-establish a satisfactory cracking pattern.

The Contractor shall furnish and apply water to the test area to dampen the pavement following cracking, to enhance visual determination of the cracking pattern. The Contractor shall furnish and apply water to check stations, as directed by the Engineer, to verify that the specified crack pattern is being maintained. This will normally be once a day. Furnishing and applying this water will be incidental, and it will not be paid for separately.

Cracking equipment shall not be operated on a bridge, and areas in a bridge-approach section or within 3 feet of a fixed object shall not be cracked.

Before opening to traffic, areas of cracked pavement shall be cleaned of loose or spalled material by sweeping and by blowing joints and cracks with compressed air. This cleaning shall be repeated, as necessary, until the ACC resurfacing is placed.

1023.05 PAVEMENT SEATING. Seating of the cracked pavement shall be done as shown on the plans and as required by the Engineer.

The cracked pavement shall be rolled until seating of the cracked pavement is assured to the satisfaction of the Engineer. The intentions are to weight the roller such that satisfactory seating can be reasonably assured by one complete coverage by the roller and to accomplish seating with a minimum damage to aggregate interlock at the cracks. The weight of the roller and the rolling pattern, including laps, will be established by the Engineer, based on one or more initial test sections.

1023.06 BASE REPAIR. Before the ACC overlay is placed, the cracked and seated pavement shall be prepared and repaired in accord with 2212.04, if required by the contract.

1023.07 SUBDRAINS. If subdrain work is included in the contract, the subdrains shall be constructed as designated. This work shall be completed in an area before ACC overlay is placed in that area.

1023.08 RESURFACING. The prepared base shall be resurfaced as shown on the plans and with the courses or lifts designated therein. Leveling courses may be designated on the plans or required by the Engineer, and these shall be compacted with Class II compaction.

1023.09 SHOULDER CONSTRUCTION. The shoulders shall be constructed as shown on the plans. Shoulder work shall be staged so as to provide surface drainage to all areas from which the existing ACC overlay has been removed or where the existing pavement has been cracked.

1023.10 LIMITATIONS. The Contractor shall use every reasonable means to protect persons and vehicles from injury or damage that might occur because of his operations. During the construction, the Contractor shall provide such traffic control as required by the plans. Articles 1107.08 and 1107.09 shall also apply.

The road shall be kept open to traffic. Except when an accelerated work schedule is required, no work will be permitted on Sundays and holidays. The Contractor may restrict traffic to one lane from 1/2 hour after sunrise to 1/2 hour before sunset but shall permit traffic to pass safely at all times, except for occasional, unavoidable interruptions. Equipment shall not extend into a lane open to traffic except the minimum distance necessary to perform the required work in the closed lane.

This work should be carefully staged to minimize the time public traffic is to drive on pavement where the pavement work is only partially completed. The removal of existing ACC overlay shall not be started more than 2 weeks before the succeeding operation is scheduled to begin. The pavement cracking shall not be started more than 2 weeks before the overlay operation of the cracked and seated area is scheduled to begin.

Cracked and seated areas are to be overlaid with the full thickness of ACC, required by the contract, before a winter suspension.

The Contractor's attention is directed to 1105.13. If the operation of the seating roller over a culvert is to be restricted according to Paragraph G, this will be so designated on the plans.

1023.11 METHOD OF MEASUREMENT. The Engineer will calculate the area of Cracking and Seating, satisfactorily completed, from the length and the nominal width. For areas cracked and seated according to the plans, the plan quantity shall be used.

1023.12 BASIS OF PAYMENT. For the number of square yards of Cracking and Seating completed, the Contractor will be paid the contract price per square yard. This payment will be full compensation for cracking and seating and for furnishing all materials, equipment, and labor therefore.

The work involved in removal of existing ACC overlay by scarification, preparation and repair of base, subdrain construction, ACC resurfacing and shoulder construction will be measured and paid for in accord with the Standard Specifications.

Appendix C  
Crack Survey and Road Rater Results

Appendix C  
Crack Survey

<u>Station</u>	<u>Crack and Seating</u>	<u>Overlay Thickness Inches</u>	<u>Cracks Per 100 ft.</u>					
			<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>
408+62 to 416+00	No	4 1/2	0	0	.14	1.49	2.17	2.44
416+00 to 424+62	Yes	4 1/2	0	0	0	.93	.93	1.80
425+00 to 440+00	Yes	6	0	0	.03	.33	.40	.77
440+37 to 482+62	Yes	4 1/2	0	0	.02	.73	.80	1.48
483+00 to 498+00	Yes	3	0	.13	.73	1.2	1.33	2.66
498+00 to 505+40	No	3	0	.27	.81	1.49	1.76	2.30

Road Rater

<u>Cracking and Seating</u>	<u>Overlay Thickness Inches</u>	<u>Average NB &amp; SB</u>					
		<u>March 1987</u>	<u>April 1988</u>	<u>April 1989</u>	<u>November 1990</u>	<u>April 1991</u>	<u>May 1992</u>
No	4 1/2	7.19	5.14	4.85	4.69	4.92	5.56
Yes	4 1/2	5.77	4.66	4.61	4.64	4.24	5.04
Yes	6	5.71	4.42	4.33	4.11	3.68	4.53
Yes	4 1/2	5.23	4.16	4.16	3.70	3.81	4.54
Yes	3	5.60	4.08	3.99	3.16	3.54	4.75

Appendix D  
Profilometer Results

Appendix D  
Profilometer

September 30, 1986

<u>Direction</u>	<u>Station</u>	<u>Profile Index Inches Per Mile</u>
NB	406+69 to 456+10	3.16
NB	456+10 to 505+40	3.53
Average inch per mile of the northbound lane:		3.35
SB	406+69 to 438+65	5.16
SB	438+65 to 505+45	5.74
Average inch per mile of the southbound lane:		5.45

September 28, 1991

<u>Direction</u>	<u>Station</u>	<u>Profile Index Inches Per Mile</u>
NB	416+00 to 498+00	4.99
NB	407+50 to 416+00	9.74
NB	498+00 to 505+40	
Average inch per mile of the northbound lane:		7.37
SB	498+00 to 416+00	11.33
SB	505+40 to 498+00	13.17
SB	416+00 to 407+50	
Average inch per mile of the southbound lane:		12.25

Appendix E  
Rut Depth Measurements



Appendix E  
Rut Depth Measurements

	7-21-88	8-28-91
410+00		.26
415+00		.15
420+00		.20
425+00		.14
430+00		.21
435+00	.125	.14
440+00	.11	.17
445+00	.04	.13
450+00	.125	.20
455+00	.125	.20
460+00	.075	.11
465+00	.10	.12
470+00	.075	.115
475+00	.04	.115
480+00	.075	.13
485+00		.075
490+00		.10
495+00		.10
500+00		.085
505+00		.11