

ROAD COMMISSION FOR OAKLAND COUNTY

SPECIAL PROVISION
FOR
CONCRETE PAVEMENT CRACKING AND SEATING

RCOC/DESIGN:JO

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RCOC20SP602H
ORG:04-06-21

a. Description

This work consists of cracking and seating an existing non-reinforced concrete pavement prior to placement of an HMA overlay. Complete this work in accordance with *Michigan Department of Transportation 2020 Standard Specifications for Construction*, except as modified in this special provision.

b. Materials

The equipment used to crack the pavement shall be capable of cracking the existing concrete without pulverizing the pavement in a manner approved by the Engineer. The desired crack pattern shall be barely visible, and only readily apparent after wetting the pavement surface. The slabs shall be cracked full depth and shall not exhibit vertical displacements of more than ½ inch. Following the cracking process, the surface shall be broomed as approved by the Engineer and seated with a minimum 20-ton rubber tire proof roller or other suitable means as approved by the Engineer. The number of passes required shall be determined by the Engineer in order to assure consolidation of the base and firm seating of the cracked pieces. The Contractor may opt to use water to aid in seating the cracked pieces.

c. Construction Methods

Prior to the cracking operation all existing cold patch and bituminous patching material shall be removed from the concrete pavement. The existing concrete pavement shall be cracked by such equipment and by such a method so as to produce full depth, generally transverse, hairline cracks at a nominal longitudinal spacing of 1 foot. Care should be taken to prevent the formation of a continuous longitudinal crack.

Before cracking operations begin, the Engineer will designate test sections. The Contractor shall crack the test sections using varying impact energy and striking patterns until a satisfactory cracking pattern is established. This energy and striking pattern will then be required for the remainder of the project unless the Engineer determines conditions have changed such that a satisfactory cracking pattern is no longer being produced. Adjustments shall then be made to the impact energy and/or striking pattern as required to re-establish a satisfactory cracking pattern. The Contractor shall furnish and apply water to the pavement intermittently each day to verify that the specified crack pattern is being maintained.

Following cracking, the pavement shall be rolled until the concrete pieces are properly seated.

If the Engineer permits the pavement to be opened to traffic after the cracking and seating operation, but prior to placement of the first bituminous course, the Contractor shall maintain the pavement for traffic by sweeping, patching, etc., as needed.

d. Measurement and Payment

The completed work, as described, will be measured and paid for at the contract unit price using the following pay item:

Pay Item	Pay Unit
Concrete Pavt Cracking and Seating.....	Square Yard

Concrete Pavt Cracking and Seating includes removal of existing cold patch and HMA patching material, cracking the existing concrete pavement, assuring seating of the cracked pavement by use of a roller, water, and maintaining the cracked pavement in a suitable condition for use by traffic, if required.