



## **B-06 - PAVEMENT**

### General

The cutting of chases, openings, or similar holes in walls, floors, and ceilings shall be done in a manner so as not to endanger the stability of any part of the structure. The Contractor shall not in any case cut or alter the work of any other contractor without the approval of--and under the direction of--the Designer. Flowable fill will be used as a standard unless noted otherwise to reduce settlement caused by lack of compaction.

### Cutting and Patching Pavement

Prior to any pavement cut all necessary NCDOT, Town and UNC-DPS permits, and approvals must be acquired. Where any paving is cut for placing new utility lines, neatly cut the asphalt with straight edges, even if this requires enlarging the size of the trench and remove with an asphalt cutter. Breaking the asphalt out with a backhoe or other means is not acceptable. Place boards or other suitable material under the backhoe out rigging to prevent damage to the asphalt. Thoroughly compact the backfill placed in the opening and immediately replace the pavement after the opening is backfilled. In parking lots, replace pavement with a minimum of six (6) inches of coarse aggregate base course, followed by a minimum of 3 inches of Type I-1 asphalt.

On streets and on parking lot travel lanes which experience frequent transit bus traffic, compact sub-grade, and replace pavement with a minimum of five (5) inches of Type HB asphalt base, two (2) inches of Type H binder, and 2" of Type I-1 asphalt surface course. Where possible, compact each course of asphalt paving material with a steel-wheeled roller. Where patched areas are too small to allow rolling of the base courses, manually compact areas in a manner approved by the University Construction Manager.

Repair any minor settlement which occurs during the 12 months warranty period by removing all failed material and by re-compacting the sub-grade and patching as described above.

### Street and Roadway Utility Repairs and Replacements

All utility repairs or replacements requiring cuts into roadways, driveways, or parking lots shall be coordinated with the Department of Public Safety in advance of the start of work. In repairing required cutsto complete utility repairs, contractors shall provide a subbase compaction rate standard of 95% as requiredby the State Department of Transportation. Testing shall be conducted to ensure that the appropriate compaction rate is met.