

# **FIELD EVALUATION OF COLD IN-PLACE RECYCLING OF ASPHALT CONCRETE**

**FINAL REPORT  
IOWA HIGHWAY RESEARCH BOARD  
PROJECT HR-303**

**DECEMBER 1993**

Highway Division



**Iowa Department  
of Transportation**

Final Report  
for  
Iowa Highway Research Board  
Project HR-303

Field Evaluation of Cold In-Place  
Recycling of Asphalt Concrete

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December 1993

TECHNICAL REPORT TITLE PAGE

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1. REPORT NO.	2. REPORT DATE
HR-303	December 1993
3. TITLE AND SUBTITLE	4. TYPE OF REPORT & PERIOD COVERED
Field Evaluation of Cold In-Place Recycling of Asphalt Concrete	Final Report, 6-89 to 12-93
5. AUTHOR(S)	6. PERFORMING ORGANIZATION ADDRESS
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7. ACKNOWLEDGEMENT OF COOPERATING ORGANIZATIONS

Asphalt Paving Association of Iowa  
Nady Engineering Service  
Koss Construction  
Cessford Construction Company

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8. ABSTRACT

The average thickness of the existing asphalt cement concrete (ACC) along route E66 in Tama County was 156 mm (6.13 in.). The rehabilitation strategy called for widening the base using the top 75 mm (3 in.) of the existing ACC by a recycling process involving cold milling and mixing with additional emulsion/rejuvenator. The material was then placed into a widening trench and compacted to match the level of the milled surface.

The project had the following results:

- Cold recycled ACC pavement does provide adequate pavement structure for a low volume road.
- Premature cracking of the ACC in the widened pavement area was caused by compaction of the mix over a saturated subgrade.
- Considerably less transverse and longitudinal cracking with 75 mm (3 in.) of cold recycled ACC and a 50 mm (2 in.) hot mix ACC overlay than a conventional hot mix overlay with no cold recycling.

More research should be done on efficient construction procedures and incorporating longer test sections for proper evaluation.

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9. KEY WORDS	10. NO. OF PAGES
Cold recycling Milling ACC Rehabilitation	35

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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 and Tama County. This report does not constitute any standard, specification or regulation.

## INTRODUCTION

There still exists in Iowa substantial mileage of 1920's and 1930's portland cement concrete (PCC) pavement, 5.4 m (18 ft) wide with one, two or more asphalt cement concrete (ACC) overlays dating from the 1950's to more recent times. The first overlays were placed to fill the curb sections, to cover joints and to improve rideability. Successive overlays were placed to cover reflective cracks and to again improve the rideability.

To date, most of this mileage remains 5.4 m (18 ft) wide and has its original horizontal and vertical alignment. These roads, formerly a part of the State system, now mostly transferred to county jurisdiction, are increasingly more hazardous to drive (due to fewer and fewer motorists having significant driving experience on this type of road) and more difficult to maintain (especially along the edge of the pavement).

While there is agreement that these roads need to be improved, both from a safety and a maintenance perspective, there is no affordable, commonly accepted method available to accomplish the needed improvements. For example, Tama County has nearly 32 km (20 miles) of original (constructed in the 1920's) US 30.

To do a reconstruction of this mileage (involving removal of existing pavement, corrective grading, and new paving) would use all of the county's Farm-to-Market money from now to well into the next century.

**OBJECTIVE**

The objective of this project was to search for an effective, affordable technique, based on cold in-place recycling of ACC pavement, to widen an existing road, 5.4 m (18 ft) in width, to 7.2 m (24 ft) and to have a finished surface capable of carrying traffic with little or no additional work.

Specific topics to be investigated were:

1. Structural adequacy of the milled and cold recycled rehabilitated pavement.
2. Density measurements to compare the density obtained in the several sections to the laboratory density of the recycled material.

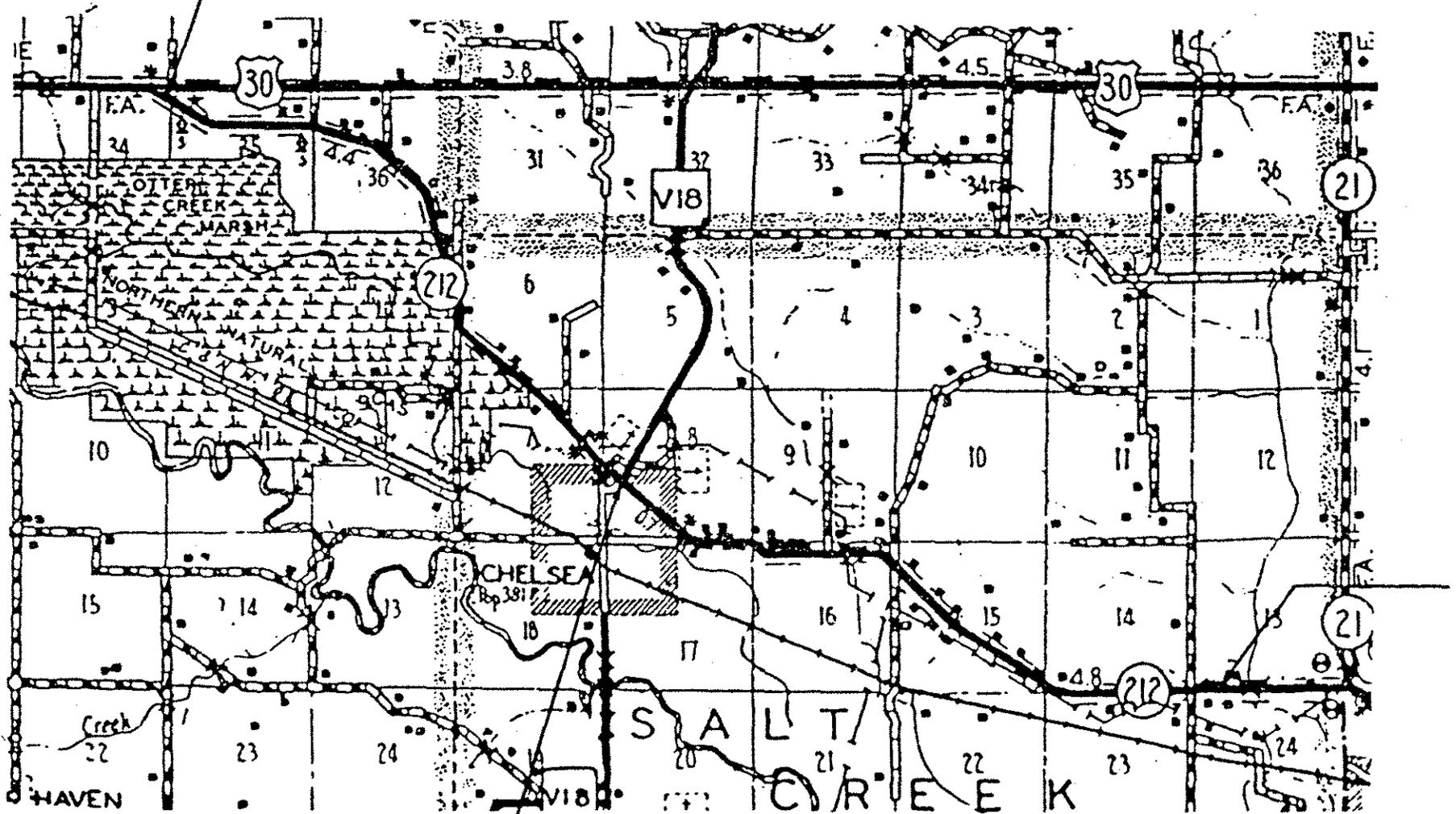
**PROJECT LOCATION AND DESCRIPTION**

The proposed research was part of a project to improve a portion of Tama County Route E66 (formerly Iowa 212, formerly US 30) (see Figure 1) and involved:

1. Basic treatment: cold in-place recycling of 75 mm (3 in.) of the existing ACC surfacing to provide material for a widening strip, 900 mm (3 ft) wide, to be placed along each side of the existing roadway.

# PROJECT LOCATION

BEGINNING OF DIVISION 1  
STA. 2307+75



END OF DIVISION 1  
STA. 2546+97

Figure 1

2. Test sections applied to "Basic Treatment" sections:
  - A. 120 m (400 ft) of aggregate seal coat only plus three different engineering fabrics placed over the longitudinal joint.
  - B. 120 m (400 ft) of slurry seal coat only plus three different engineering fabrics placed over the longitudinal joint.
  - C. 210 m (700 ft) of a 50 mm (2 in.) overlay of new hot mix ACC only plus three different engineering fabrics placed over the longitudinal joint.
3.
  - A. As in 2A above.
  - B. As in 2B above.
  - C. Test section applied to 210 m (700 ft) where 75 mm (3 in.) of ACC were cold milled to provide material for the widening strip and an additional 75 mm (3 in.) of remaining ACC were cold in-place recycled (placed by an asphalt paver):

### **CONSTRUCTION**

This research was part of a project to improve a 7.2 km (4.5 mile) portion of Tama County road E66 (formerly Iowa 212, formerly US 30). Approximately 75 mm (3 in.) of the

150 mm (6 in.) ACC resurfacing on this PCC pavement was milled off to provide a 900 mm (3 ft) widening strip on both sides of the existing roadway. Fog seal treatment, bituminous seals or slurry seals were used to provide the wearing surface.

The contractors began the milling and trenching operations on June 14, 1989 and the entire project was completed August 17, 1989.

The milling procedure began at station 2315+50 in the eastbound lane only. With the milling machine being 3.6 m (12 ft) wide and the road lane 2.7 m (9 ft) wide, the outside track of the machine broke off pieces of the ACC at the edge. The subcontractor began the trenching operation 900 mm (3 ft) wide and 230 mm (9 in) deep behind the milling machine and it soon proved inadequate in keeping pace with the milling operation. There was some discussion about obtaining another trencher. In the meantime, the trench was formed 760 mm (2.5 ft) wide and 100 mm (4 in.) deep with a motor grader.

Trenching on the following day began at station 2351+00 prior to milling to give the trenching machine a head start. The milling operation ran smoothly until the milling train ran out of asphalt emulsion. The train was again running smoothly with a new supply of CRS2 emulsion out of Des Moines, but ceased operating to allow the trencher to catch up.

Work proceeded eastward toward Chelsea and back westward with the milling operation now working mostly in the left, westbound lane toward the research sections of the project (station 2333+00 to 2365+00). The new "Ditch Witch D-100" trencher did a significantly better job of keeping pace with the milling machine and with only a few minor repairs. Compaction of the cold recycled material was initially done with a motor grader running the tires on the widening strip, but this proved ineffective. Later, a fully loaded tandem axle truck was used to achieve better results. However, cracks developed in the mat in a few trench areas caused by what appeared to be a saturated subgrade flexing under the compactive effort.

An AC-10 asphalt cement was used to place the engineering fabrics over the widening joint throughout the test sections. Trevira 1114 was placed from station 2345+00 to 2346+00, 1-Step Roadglas from station 2344+00 to 2345+00 and station 2351+00 to 2352+00, and Petromat from station 2343+00 to 2344+00. Three other similar test sections used identical lengths of fabric. There appeared to be no appreciable difference in performance between the various fabrics after three years in that they all allowed longitudinal reflective cracks at the widening strip to surface as early as one year after construction.

**FIELD EVALUATION**

Road Rater™ testing has been conducted annually on the entire project with the exception of 1990. The Road Rater is a dynamic deflection measuring device used to determine the structural adequacy of pavements. The difference in pavement structural ratings from year to year (Table 1) may be explained by the fact that annual testing is performed in the outside wheeltrack during the months of April and May when the roadway exhibits the greatest instability. Thus, the structural rating can vary from one year to the next depending upon the amount of moisture in the soil at the time of testing. For the most part, a high structural rating will correspond with a thicker overlay. The difference in these results are statistically insignificant.

Table 1. Deflection Testing			
	1989	1991	1992
Structural Rating	2.10	1.68	2.02
Soil K	86	86	90

Field cores were taken in the spring after construction to correlate field densities to laboratory densities (Table 2). In every case, the field densities exceeded those obtained in the laboratory.

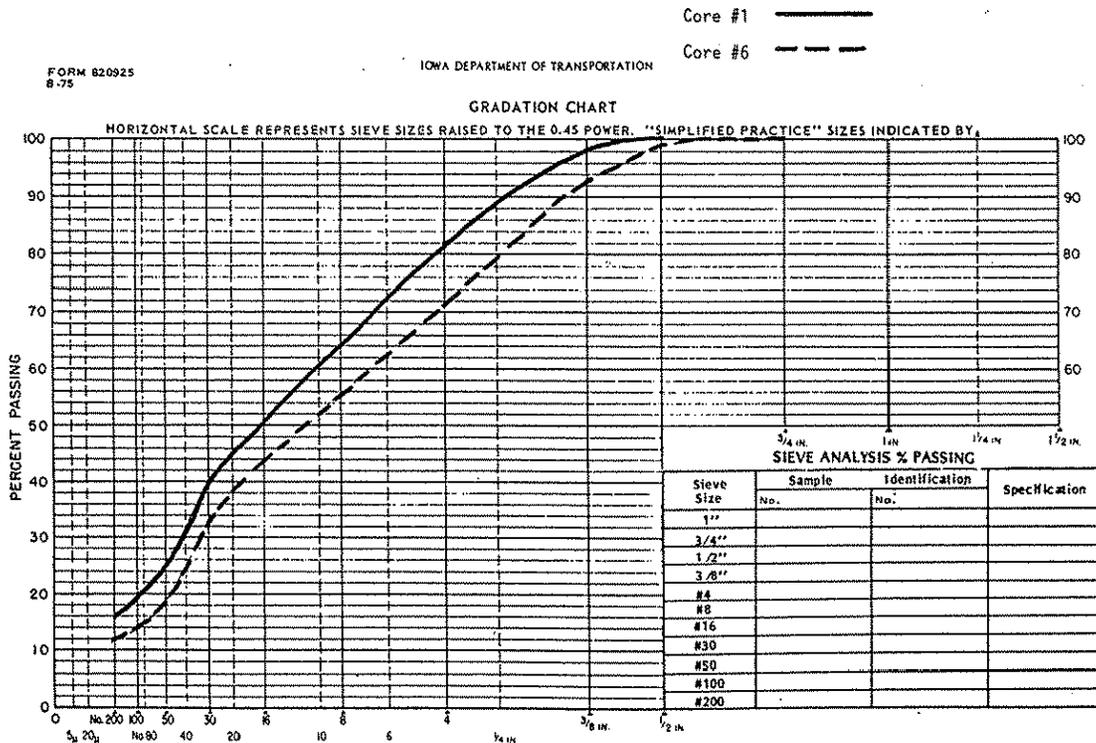
Table 2. Lab and Field Core Comparison

Core Number	Core Location	Core Density	Laboratory Density	Core as % of Lab	Core Unit Wt, pcf
1	2384+60 Rt	2.242	2.161	103.7	139.9
2	2414+08 Lt	2.199	2.186	100.6	137.2
3	2447+24 Rt	2.216	2.067	107.2	138.3
4	2478+40 Lt	2.197	2.121	103.6	137.1
5	2509+56 Rt	2.234	2.073	107.8	139.4
6	2532+47 Lt	2.189	2.119	103.3	136.6
7	2594+81 Rt	2.239	2.147	104.3	139.7
8	2641+61 Lt	2.206	2.153	102.5	137.7
9	2687+35 Rt	2.193	2.152	101.9	136.8
10	2743+38 Lt	2.187	2.135	102.4	136.5
11	2785+17 Rt	2.196	2.128	103.2	137.0
12	2806+40 Lt	2.158	2.111	101.8	134.7

Field cores were also taken from the project one year after construction to evaluate densities of the cold recycled asphalt concrete used in the widening strip (Table 3). No statistical significance exists between these core densities. The mix

appeared to be a fine mix and had a relatively high percentage of asphalt cement (>7%). The aggregate gradation for both sample cores 1 and 6 is given in Table 4 and the gradation chart is in Figure 2.

Table 3. Post Construction Core Data		
Core #	Location	Density
1	2366+94 EB	2.212
2	2478+70 EB	2.181
3	2529+03 EB	2.168
4	2527+19 WB	2.131
5	2488+90 WB	2.124
6	2373+20 WB	2.106



Aggregate Gradation on a 0.45 Power Chart

Figure 2

Table 4  
Combined Aggregate Gradation By Extraction

Sieve Size	Percent Passing	
	Core #1	Core #2
19 mm (3/4 in)		100
13.2 mm (1/2 in)	100	99
9.5 mm (3/8 in)	98	93
4.75 mm (#4)	82	71
2.36 mm (#8)	64	55
1.18 mm (#16)	51	44
600 $\mu$ m (#30)	40	33
300 $\mu$ m (#50)	25	19
150 $\mu$ m (#100)	19	14
75 $\mu$ m (#200)	16	12

#### CRACK SURVEY

A detailed crack survey of the test sections has been conducted annually since the completion of the project in 1989. The purpose of the crack survey was to document occurrence of new or reflective cracking in the surface. The chip seal, slurry seal, and fog seal sections were only surface treatments that clearly exhibited the underlying pavement cracking due to the milling of the top surface. Therefore, only the 210 m (700 ft) hot mix ACC and cold recycled ACC test sections could reveal true reflective surface cracking since the completion of the project. The section that was milled and overlaid with hot mix ACC experienced more than ten times the length of total transverse cracking (Figure 3) and six times the length of total longitudinal cracking than the cold recycled ACC test section. The majority of the longitudinal cracking occurred at the widening joint between the old roadway and the widening trench.

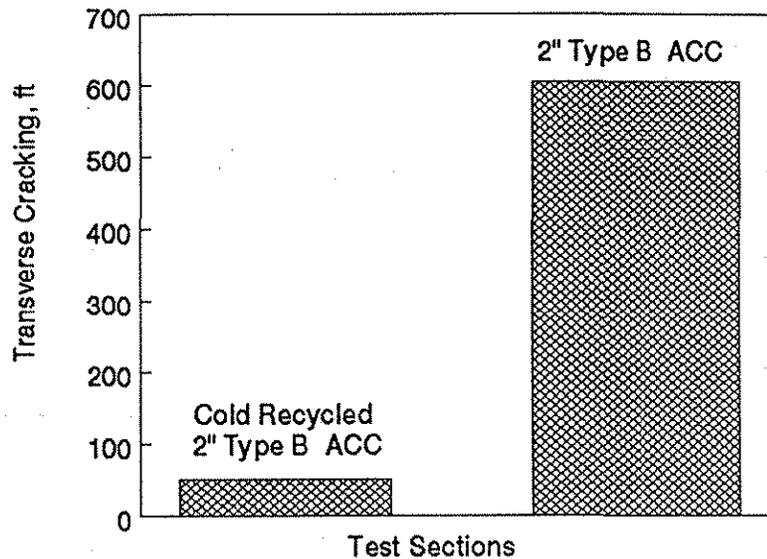


Figure 3

### CONCLUSIONS & RECOMMENDATIONS

This research resulted in the following conclusions:

1. Cold recycled ACC pavement does provide adequate pavement structure for a low volume road.
2. Blading out 100-125 mm (4"-5") of shoulder material prior to trenching should improve the speed of the trencher in keeping pace with the milling operation. A specially designed cutting edge fitted for a motor grader should work well.
3. The 75 mm (3 in) cold recycled section with a 50 mm (2 in) ACC overlay had considerably less cracking after three years than the section with a 2 inch ACC overlay and no cold recycling.

**ACKNOWLEDGEMENTS**

Research project HR-303 was sponsored by the Iowa Highway Research Board and Tama County. Funding for this project was from the Secondary Road Research Fund in the amount of \$100,000.

The Tama County Secondary Road Department wishes to extend their appreciation to the Tama County Board of Supervisors, the Iowa Department of Transportation, the Asphalt Paving Association of Iowa, Nady Engineering Service and the employees of Koss Construction Company of West Des Moines, Iowa and Cessford Construction Company of Le Grand, Iowa for the extra effort and cooperation that was put forth in the completion of this research project.

Appendix A  
Contract Document



# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010 515/239-1414

**MAY 31 1988**

County Auditor:

We are enclosing one fully signed copy of the contract(s) awarded by your Board of Supervisors for the following project(s):

Tama County, SN-4875(1), ACC

Very truly yours,

A handwritten signature in cursive script that reads "Harvey H. Olson".

Harvey H. Olson  
Contracts Engineer  
Highway Division

HHO:djw

Enclosure

cc: District 1 Engineer  
Reilly Constr. Co., Inc.  
Box 99  
Ossian, IA 52161  
Tama County Engineer

CONTRACT

NO. 28666

County TAMA Project No. SN-4875(1)--51-86  
 Type of Work GRADE & ACC PAVEMENT Miles 9.3200  
 Cost Center 801000 Object Code 810  
ON SECONDARY ROAD E-66 FROM THE JUNCTION OF U.S. 30,  
SOUTHEASTERLY TO APPROXIMATELY 0.6 MILE WEST OF THE JUNCTION  
OF IOWA 21.

This agreement made and entered by and between the BOARD OF SUPERVISORS OF TAMA  
COUNTY, IOWA

REILLY CONSTRUCTION CO., INC. OF OSSIAN, IOWA Contracting Authority, and  
00037400 Contractor.

It is agreed that the notice and instructions to bidders, the proposal filed herein, the general specifications of the Iowa Department of Transportation for 1984, together with supplemental specifications and special provisions, together with the general and detailed plans, if any, for said project SN-4875(1)-51-86, together with Contractor's performance bond, are made a part hereof and together with this instrument constitute the contract. This contract contains all of the terms and conditions agreed upon by the parties hereto. A true copy of said plans and specifications is now on file in the office of the Contracting Authority under date of MAY 5, 1988

Contractor, for and in consideration of \$ 1,193,009.03, payable as set forth in the specifications constituting a part of this contract, agrees to construct various items of work and/or provide various materials or supplies in accordance with the plans and specifications therefor, and in the locations designated in the Notice to Bidders.

Contractor certifies by his signature on this contract, under pain of penalties for false certification, that he has complied with Iowa Code Section 324.17(8) (1985) as amended, if applicable.

In consideration of the foregoing, Contracting Authority hereby agrees to pay the Contractor promptly and according to the requirements of the specifications the amounts set forth, subject to the conditions as set forth in the specifications.

It is further understood and agreed that the above work shall be commenced or completed in accordance with the following schedule:

START DATE	COMPL. DATE	WORK DAYS
	06/30/89	120

Time is the essence of this contract.

To accomplish the purpose herein expressed, Contracting Authority and Contractor have signed this and four other identical instruments as of the 24 day of MAY, 1988.

BOARD OF SUPERVISORS OF TAMA COUNTY, IOWA

By Ferdinand Hand  
 Contracting Authority

Approved:

REILLY CONSTRUCTION CO., INC. OF OSSIAN, IOWA

By Robert M. Bunker  
 Contractor

Garry E. Olson MAY 31 1988  
 Contracts Engineer Date  
 IOWA DEPT. OF TRANSPORTATION

## CONTRACT PRICES

Proposal I.D. No. 880880

CONTRACT NO. 28666

Bid Order No. 157

Contractor's No. 13174000

County TAMA

Page No. 1

Project No. SN-4875(1)--51-86

Type of Work GRADE &amp; ACC PAVEMENT

Line No.	Item	Item Quantity and Units	Unit Price		Amount	
			Dollars X,XXX,XXX	Cents XXXX	Dollars XX,XXX,XXX	Cents XX
0010	SURFACING, GRANULAR, CLASS A CRUSHED STONE - ON ROAD	60 TONS	15.0000		900.00	
0020	APRONS, CONCRETE PRECAST, 6' X 3'	6 ONLY	1800.0000		10,800.00	
0030	APRONS, CONCRETE PRECAST, 7' X 3'	2 ONLY	1900.0000		3,800.00	
0040	APRONS, CONCRETE PRECAST, 8' X 4'	2 ONLY	2050.0000		4,100.00	
0050	APRONS, CONCRETE, 36 IN. DIA.	6 ONLY	450.0000		2,700.00	
0060	APRONS, METAL, 21 IN. DIA.	9 ONLY	155.0000		1,395.00	
0070	APRONS, METAL, 24 IN. DIA.	4 ONLY	165.0000		660.00	
0080	APRONS, METAL, 36 IN. DIA.	2 ONLY	450.0000		900.00	
0090	APRONS, METAL, 66 IN. DIA.	2 ONLY	1225.0000		2,450.00	
0100	APRONS, METAL, 78 IN. DIA.	2 ONLY	1500.0000		3,000.00	
0110	APRONS, METAL, ARCH, 28 IN. X 20 IN.	4 ONLY	120.0000		480.00	
0120	APRONS, METAL, ARCH, 42 IN. X 29 IN.	6 ONLY	245.0000		1,470.00	
0130	CLEARING & GRUBBING	1 ACRES	2000.0000		2,000.00	
0140	CULVERT, CONCRETE ROADWAY PIPE, 36 IN. DIA.	245 LINEAR FT	65.0000		15,925.00	
0150	CULVERT, CORRUGATED METAL ARCH ROADWAY PIPE, 28 IN. X 20 IN.	27 LINEAR FT	42.0000		1,134.00	
0160	CULVERT, CORRUGATED METAL ARCH ROADWAY PIPE, 42 IN. X 29 IN.	108 LINEAR FT	47.5000		5,130.00	
0170	CULVERT, CORRUGATED METAL ARCH ROADWAY PIPE, 49 IN. X 33 IN.	120 LINEAR FT	60.0000		7,200.00	
0180	CULVERT, CORRUGATED METAL ROADWAY PIPE, 21 IN. DIA.	74 LINEAR FT	43.0000		3,182.00	
0190	CULVERT, CORRUGATED METAL ROADWAY PIPE, 24 IN. DIA.	118 LINEAR FT	21.0000		2,478.00	

## CONTRACT PRICES

Proposal I.D. No. 880880

CONTRACT NO. 28666

Bid Order No. 157

Contractor's No. L3174000

County TAMA

Page No. 3

Project No. SN-4875(1)--51-86

Type of Work GRADE &amp; ACC PAVEMENT

Line No.	Item	Item Quantity and Units	Unit Price		Amount	
			Dollars X,XXX,XXX	Cents XXXX	Dollars XX,XXX,XXX	Cents XX
	(CONTINUED)					
0420	FLAGGERS	10 DAYS	100.0000		1,000.00	
0430	APRONS, CONCRETE PRECAST, 12' X 5'	2 ONLY	5050.0000		10,100.00	
0440	APRONS, CONCRETE PRECAST, 8' X 4'	2 ONLY	2050.0000		4,100.00	
0450	APRONS, CONCRETE, 48 IN. DIA.	1 ONLY	685.0000		685.00	
0460	APRONS, METAL, 21 IN. DIA.	7 ONLY	155.0000		1,085.00	
0470	APRONS, METAL, 30 IN. DIA.	1 ONLY	250.0000		250.00	
0480	APRONS, METAL, ARCH, 49 IN. X 33 IN.	2 ONLY	400.0000		800.00	
0490	APRONS, METAL, ARCH, 42 IN. X 29 IN.	2 ONLY	245.0000		490.00	
0500	CLEARING & GRUBBING	2 ACRES	2000.0000		4,000.00	
0510	CONCRETE, STRUCTURAL	32.6 CUBIC YDS	350.0000		11,410.00	
0520	CULVERT, CONCRETE ROADWAY PIPE, 48 IN. DIA.	81 LINEAR FT	85.0000		6,885.00	
0530	CULVERT, CORRUGATED METAL ARCH ROADWAY PIPE, 49 IN. X 33 IN.	25 LINEAR FT	60.0000		1,500.00	
0540	CULVERT, CORRUGATED METAL ARCH ROADWAY PIPE, 64 IN. X 43 IN.	40 LINEAR FT	125.0000		5,000.00	
0550	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 18 IN. DIA.	165 LINEAR FT	16.0000		2,640.00	
0560	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 24 IN. DIA.	28 LINEAR FT	22.0000		616.00	
0570	CULVERT, CORRUGATED METAL ROADWAY PIPE, 21 IN. DIA.	113 LINEAR FT	43.0000		4,859.00	
0580	CULVERT, CORRUGATED METAL ROADWAY PIPE, 66 IN. DIA.	33 LINEAR FT	125.0000		4,125.00	
0590	CULVERT, CORRUGATED METAL ROADWAY PIPE, 30 IN. DIA.	43 LINEAR FT	62.0000		2,666.00	
0600	CULVERT, CORRUGATED METAL ROADWAY PIPE, 54 IN. DIA.	124 LINEAR FT	75.0000		9,300.00	

## CONTRACT PRICES

Proposal I.D. No. 880880

CONTRACT NO. 28666

Bid Order No. 157

Contractor's No. 13171400

County TAMA

Page No. 2

Project No. SN-4875(1)--51-86

Type of Work GRADE &amp; ACC PAVEMENT

Line No.	Item	Item Quantity and Units	Unit Price		Amount	
			Dollars X,XXX,XXX	Cents XXXX	Dollars XX,XXX,XXX	Cent XX
	(CONTINUED)					
0200	CULVERT, CORRUGATED METAL ROADWAY PIPE, 36 IN. DIA.	24 LINEAR FT	62.0000		1,488.00	
0210	CULVERT, CORRUGATED METAL ROADWAY PIPE, 78 IN. DIA.	102 LINEAR FT	90.0000		9,180.00	
0220	CULVERT, PRECAST CONCRETE BOX, 6' X 3'	36 LINEAR FT	450.0000		16,200.00	
0230	CULVERT, PRECAST CONCRETE BOX, 7' X 3'	18 LINEAR FT	510.0000		9,180.00	
0240	CULVERT, PRECAST CONCRETE BOX, 8' X 4'	12 LINEAR FT	560.0000		6,720.00	
0250	ELBOWS, CONCRETE PIPE, 36 IN. DIA.	1 ONLY	240.0000		240.00	
0260	ELBOWS, CORRUGATED METAL ARCH ROADWAY PIPE, 42 IN. X 29 IN.	4 ONLY	280.0000		1,120.00	
0270	ELBOWS, CORRUGATED METAL ARCH ROADWAY PIPE, 49 IN. X 33 IN.	4 ONLY	320.0000		1,280.00	
0280	ELBOWS, CORRUGATED METAL PIPE, 21 IN. DIA.	2 ONLY	160.0000		320.00	
0290	ELBOWS, CORRUGATED METAL PIPE, 36 IN. DIA.	2 ONLY	280.0000		560.00	
0300	EXCAVATION, CLASS 10, ROADWAY & BORROW	25752 CUBIC YDS	2.9000		74,680.80	
0310	EXCAVATION, CLASS 20	276 CUBIC YDS	20.0000		5,520.00	
0320	GRANULAR MATERIAL	32 TONS	20.0000		640.00	
0330	MOBILIZATION	LUMP SUM			44,000.00	
0340	MORTAR, FLOWABLE	220 CUBIC YDS	70.0000		15,400.00	
0350	OVERHAUL	315261 STA. YDS.	0.0200		6,305.22	
0360	REMOVAL OF EXISTING STRUCTURES	LUMP SUM			5,000.00	
0370	REMOVAL OF PAVEMENT	2753 SQ. YDS.	3.5000		9,635.50	
0380	STABILIZING CROP - SEEDING AND FERTILIZING	21 ACRES	200.0000		4,200.00	
0390	SUBDRAIN, PLASTIC PIPE, 6 IN.	95 LINEAR FT	15.0000		1,425.00	
0400	TOPSOIL, STRIP, SALVAGE AND SPREADING	8470 CUBIC YDS	3.5000		29,645.00	
0410	TRAFFIC CONTROL	LUMP SUM			7,000.00	

## CONTRACT PRICES

Proposal I.D. No. 880880

CONTRACT NO. 28666

Bid Order No. 157

Contractor's No. 131714000

County TAMA

Page No. 5

Project No. SN-4875(1)--51-86

Type of Work GRADE &amp; ACC PAVEMENT

Line No.	Item	Item Quantity and Units	Unit Price		Amount	
			Dollars X,XXX,XXX	Cents XXXX	Dollars XX,XXX,XXX	Cents XX
	(CONTINUED)					
0820	SUBDRAIN, TILE, 6 IN. DIA.	495 LINEAR FT	7.0000		6,965.00	
0830	TOPSOIL, STRIP, SALVAGE AND SPREADING	4961 CUBIC YDS	3.5000		17,363.50	
0840	TRAFFIC CONTROL	LUMP SUM			7,000.00	
0850	FLAGGERS	10 DAYS	100.0000		1,000.00	
0860	CULVERT, CORRUGATED METAL ROADWAY PIPE, 66 IN. DIA.	28 LINEAR FT	100.0000		2,800.00	
0870	CULVERT, CORRUGATED METAL ROADWAY PIPE, 48 IN. DIA.	104 LINEAR FT	85.0000		8,840.00	
0880	ASPHALT PAVEMENT, IN-PLACE COLD RECYCLED	48880 SQ. YDS.	1.7700		86,517.60	
0890	ASPHALT REJUVENATING AGENT	43991 GALLONS	0.8500		37,392.35	
0900	EXCAVATION, CLASS 1B, FOR WIDENING	8095 CUBIC YDS	2.5900		20,966.05	
0910	SHOULDERS, GRANULAR, TYPE B	2815 TONS	8.9000		25,053.50	
0920	BASE, TYPE B CLASS 1 ASPHALT CEMENT CONCRETE	2271 TONS	19.4500		44,170.95	
0930	ASPHALT CEMENT	136 TONS	144.1400		19,603.04	
0940	PRIMER OR TACK-COAT BITUMEN	3727 GALLONS	0.8300		3,093.41	
0950	SHOULDER CONSTRUCTION, EARTH	28 STAS.	125.0000		3,500.00	
0960	ASPHALT EMULSION FOR FOG SEAL	15356 GALLONS	1.2400		19,041.44	
0970	ASPHALT EMULSION FOR SLURRY SEAL	746 GALLONS	1.8200		1,357.72	
0980	AGGREGATE FOR SLURRY SEAL	26 TONS	180.4000		4,690.40	
0990	AGGREGATE, ROADWAY COVER, 3/8 IN.	26 TONS	26.5400		690.04	
1000	BINDER BITUMEN, FURNISH & APPLY CRS-2S	640 GALLONS	4.2000		2,688.00	
1010	FABRIC REINFORCEMENT	533 SQ. YDS.	6.4100		3,416.53	
1020	ASPHALT PAVEMENT, IN-PLACE COLD RECYCLED	46905 SQ. YDS.	1.7700		83,021.85	
1030	ASPHALT REJUVENATING AGENT	42215 GALLONS	0.8500		35,882.75	

## CONTRACT PRICES

Proposal I.D. No. 880880

CONTRACT NO. 28666

Bid Order No. 157

Contractor's No. L 31 21 41 01 01

County TAMA

Page No. 4

Project No. SN-4875(1)--51-86

Type of Work GRADE &amp; ACC PAVEMENT

Line No.	Item	Item Quantity and Units	Unit Price		Amount	
			Dollars X,XXX,XXX	Cents XXXX	Dollars XX,XXX,XXX	Cents XX
	(CONTINUED)					
0610	CULVERT, CORRUGATED METAL ARCH ROADWAY PIPE, 42 IN. X 29 IN.	14 LINEAR FT	47.5000		665.00	
0620	CULVERT, PRECAST CONCRETE BOX, 12' X 5'	26 LINEAR FT	525.0000		13,650.00	
0630	CULVERT, PRECAST CONCRETE BOX, 8' X 4'	14 LINEAR FT	560.0000		7,840.00	
0640	ELBOWS, CONCRETE PIPE, 48 IN. DIA.	1 ONLY	325.0000		325.00	
0650	ELBOWS, CORRUGATED METAL ARCH ROADWAY PIPE, 49 IN. X 33 IN.	2 ONLY	250.0000		500.00	
0660	ELBOWS, CORRUGATED METAL PIPE, 21 IN. DIA.	2 ONLY	110.0000		220.00	
0670	ELBOWS, CORRUGATED METAL PIPE, 30 IN. DIA.	2 ONLY	175.0000		350.00	
0680	EXCAVATION, CLASS 10, CHANNEL	1328 CUBIC YDS	4.0000		5,312.00	
0690	EXCAVATION, CLASS 10, ROADWAY & BORROW	35216 CUBIC YDS	2.9000		102,123.50	
0700	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	185 CUBIC YDS	20.0000		3,700.00	
0710	SURFACING, GRANULAR, CLASS A CRUSHED STONE - ON ROAD	10 TONS	15.0000		150.00	
0720	GUARDRAIL, END ANCHORAGES, BEAM, RE-52	14 ONLY	400.0000		5,600.00	
0730	GUARDRAIL, FORMED STEEL BEAM	1293.75 LINEAR FT	10.0000		12,937.50	
0740	GUARDRAIL, POSTS, BEAM	202 ONLY	50.0000		10,100.00	
0750	MOBILIZATION	LUMP SUM			44,000.00	
0760	OVERHAUL	606273 STA. YDS.	0.0200		12,125.46	
0770	REMOVAL OF EXISTING STRUCTURES	LUMP SUM			4,000.00	
0780	REMOVAL OF PAVEMENT	2300 SQ. YDS.	3.5000		8,050.00	
0790	STABILIZING CROP - SEEDING AND FERTILIZING	16 ACRES	200.0000		3,200.00	
0800	STEEL, REINFORCING	5810 POUNDS	1.0000		5,810.00	
0810	SUBDRAIN OUTLET, CORRUGATED METAL PIPE, 6 IN. DIA.	36 ONLY	100.0000		3,600.00	

## CONTRACT PRICES

Proposal I.D. No. 880880

CONTRACT NO. 28666

Bid Order No. 157

Contractor's No. 131714000

County TAMA

Page No. 6

Project No. SN-4875(1)--51-86

Type of Work GRADE &amp; ACC PAVEMENT

Line No.	Item	Item Quantity and Units	Unit Price		Amount	
			Dollars X,XXX,XXX	Cents XXXX	Dollars XX,XXX,XXX	Cents XX
	(CONTINUED)					
1040	EXCAVATION, CLASS 13, FOR WIDENING	8638 CUBIC YDS	2.5900		22,372.42	
1050	SHOULDERS, GRANULAR, TYPE B	3010 TONS	9.3800		28,233.80	
1060	BASE, TYPE B CLASS 1 ASPHALT CEMENT CONCRETE	1532 TONS	20.3500		31,176.20	
1070	ASPHALT CEMENT	92 TONS	144.1400		13,260.88	
1080	PRIMER OR TACK-COAT BITUMEN	1878 GALLONS	0.8300		1,558.74	
1090	SHOULDER CONSTRUCTION, EARTH	23 STAS.	125.0000		2,875.00	
1100	ASPHALT EMULSION FOR FOG SEAL	18762 GALLONS	1.2400		23,264.88	

TOTAL \$1,193,009.03

LAST PAGE

Appendix B  
Special Provisions & Cross Sections

IOWA DEPARTMENT OF TRANSPORTATION

AMES, IOWA

SPECIAL PROVISION

FOR

COLD IN-PLACE ASPHALT RECYCLING

February 23, 1988

All applicable provisions of the Iowa Department of Transportation's Standard Specifications for Highway and Bridge Construction, 1984, shall apply in addition to the following.

186.01 DESCRIPTION. This work shall consist of the in-place recycling of an existing pavement by pulverizing to the depth as shown on the plans, and by adding emulsified asphalt and water (if required) with the pulverized bituminous surfacing, then placing and compacting said mixture as shown on the plans and as provided herein unless otherwise directed by the Engineer.

The contractor shall furnish all equipment, tools, labor and material (except the pulverized bituminous material), and any other appurtenances necessary to complete the work.

186.02 EQUIPMENT. Equipment used for the tilling or milling shall be subject to the approval of the engineer.

The Contractor shall furnish a self-propelled machine capable of cutting and removing the bituminous pavement, in one pass, to the depth shown on the plans. The cutting machine shall have automatic controls capable of maintaining a uniform grade and cross slope. The existing asphalt pavement shall be pulverized to 98-100% passing the 1 1/4" sieve.

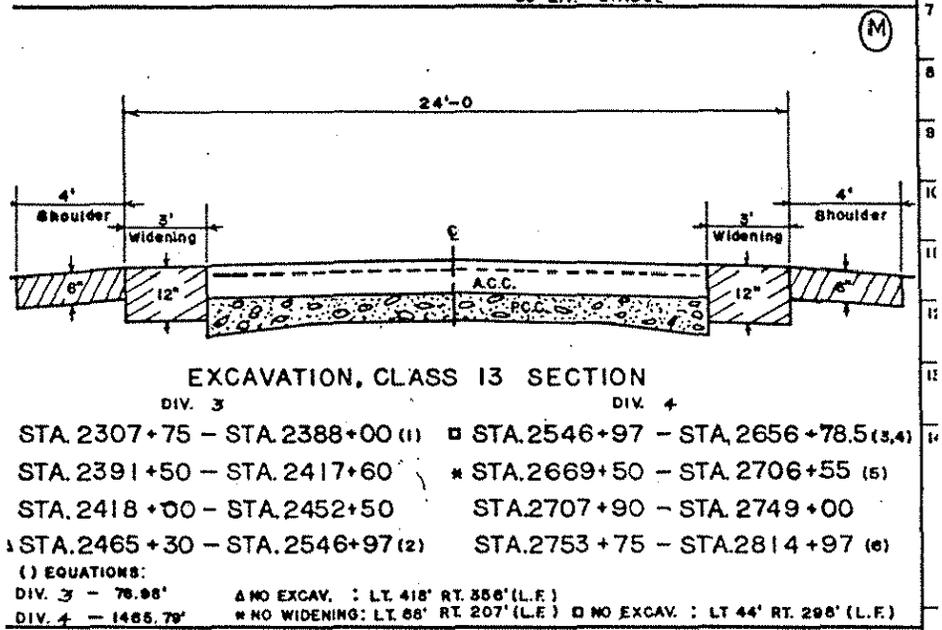
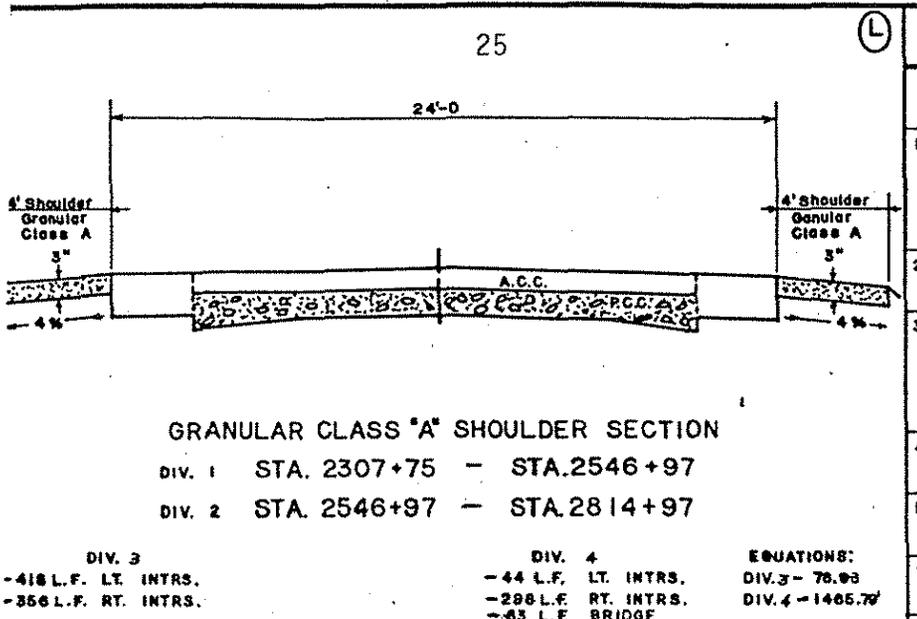
Provisions shall be made for continuous weight measurement of the pulverized pavement material, interlocked with the additive metering device in order that the desired additive content will be maintained. Positive means shall be provided for calibrating the weight measurement device and the additive metering device.

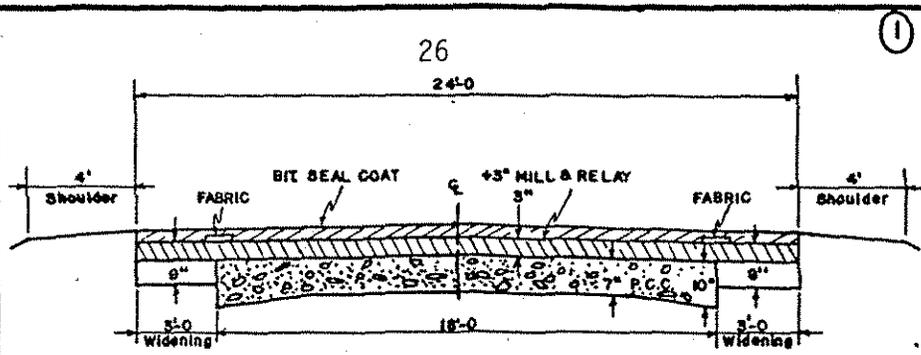
The additive shall be applied in a mixing chamber which is capable of mixing the pulverized pavement material and additive to a homogeneous mixture. The additive pump shall automatically shut off when delivery of pulverized material to the mixing chamber is stopped. The additive system shall maintain the binder amount within plus or minus 0.2 percent of the desired rate. The mixture shall be placed in a windrow in such a manner that segregation does not occur.

- 1.) Rollers - Shall comply with Sec. 2001.05 Standard Specifications 1984.

Iowa Department of Transportation  
Special Provision for Cold In-Place Asphalt Recycling

- 186.03 Materials - The Asphalt Emulsion shall be a grade as specified by the Engineer and shall meet the the requirements of Sec. 4140 Standard Specifications 1984.
- 187.04 GENERAL CONDITIONS AND SPECIFICATIONS. Except in specific cases when permitted by the Engineer, the work shall be done only between May 1 and October 1. Bituminous materials shall be applied and bituminous mixtures shall be placed only when air temperature in the shade is above 60° F.
- A. Cleaning and Preparation. Prior to initiating any recycling operation or other inherent work, the contractor shall clear, grub, and remove all vegetation and debris within the width of pavement to be recycled. Disposal of said vegetation and debris shall be as directed by the Engineer.
- B. Mixing. If there is insufficient moisture for proper mixing or optimum moisture, water in the amount specified by the Engineer shall be added. A place for adding water shall be provided.
- C. Compaction. After the mixture has been spread and it will bear the weight of the roller without excess lateral movement, as determined by the Engineer, it shall be rolled longitudinally. Initial rolling shall be performed with the pneumatic roller(s) and continue until no displacement is discerned or until the pneumatic rollers have "walked out." Final rolling to eliminate pneumatic tire marks and achieve density shall be done by steel wheel roller(s) either in static or vibratory mode, as required, to achieve required density.
- Rollers shall not be started or stopped on uncompacted recycled material. Rolling shall be established so that starting and stopping will be on previously compacted recycled material or on existing asphalt mat.
- E. Density. The field density shall be a minimum of 92% of laboratory density based on the dry weight of compacted material. Five tests per days run will be required at locations as determined by the Engineer. A nuclear tester may be used to determine density.
- F. Basis of Payment. This work will be paid for at the Contract Unit Prices per gallon for Asphalt Rejuvenating Agent and square yards for Asphalt Pavement, in place Cold recycled which shall include all preparation, tilling or milling, mixing, shaping, and compaction.

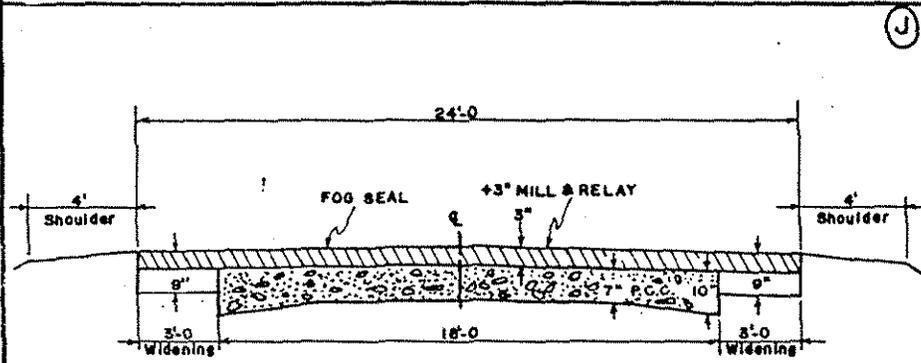




DIV. 3

**ADDITIONAL 3" MILL & RELAY WITH BIT. SEAL COAT SECTION**

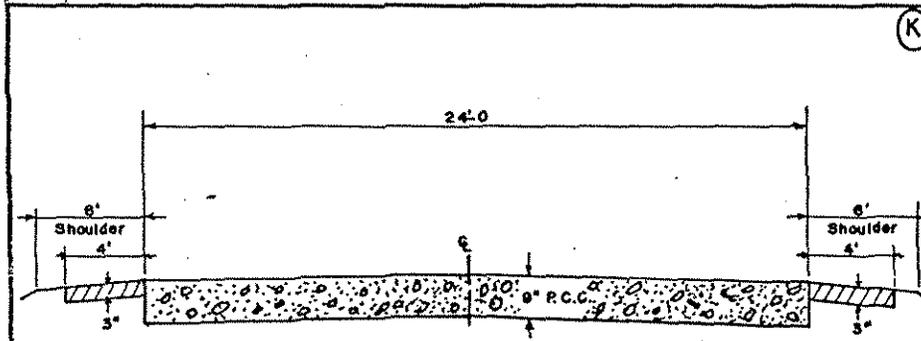
	STA. 2359+00	-	STA. 2363+00
PETROMAT (18")	STA. 2360+00	-	STA. 2361+00
ROAD GLASS (12")	STA. 2361+00	-	STA. 2362+00
TREVIRA III4 (18")	STA. 2362+00	-	STA. 2363+00



DIV. 3

**ADDITIONAL 3" MILL & RELAY WITH FOG SEAL SECTION**

STA. 2363+00 - STA. 2365+00



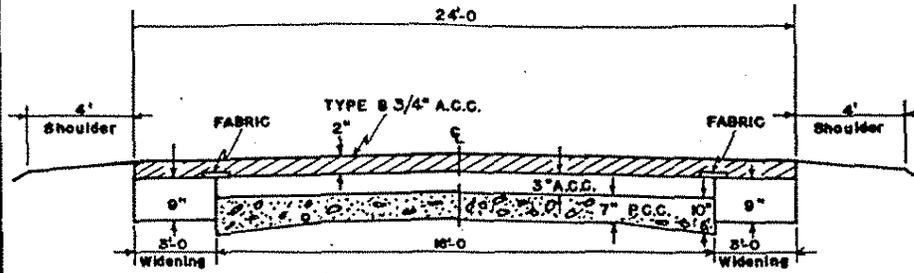
**EXCAVATION, CLASS 13 P.C.C. SHOULDER SECTION**

DIV. 3	STA. 2388+00	-	STA. 2391+50
DIV. 4	* STA. 2656+78.5	-	STA. 2662+75
"	STA. 2706+55	-	STA. 2707+90

\* - 83 L.F. BRIDGE

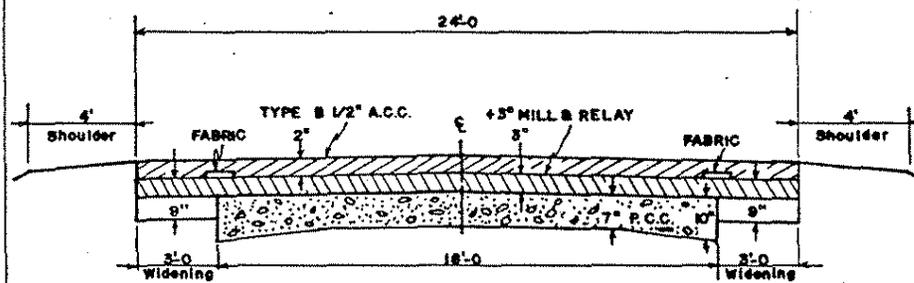
BRUNING 44.131 65500

DDOT 8000318020



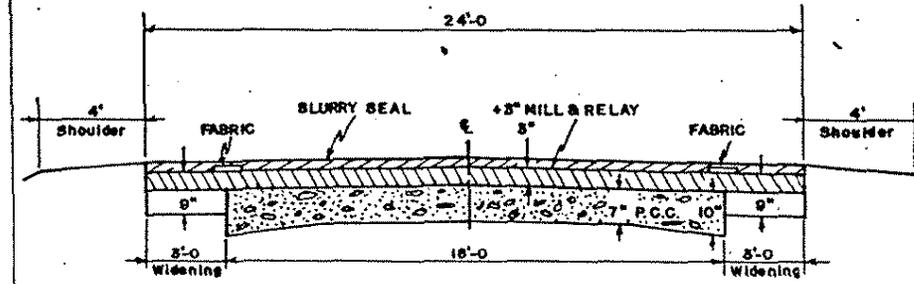
DIV. 3

<b>2" A.C.C. TYPE "B"</b>		<b>SECTION</b>
	STA. 2341+00	— STA. 2348+00
PETROMAT (18")	STA. 2343+00	— STA. 2344+22.5
ROAD GLASS (12")	STA. 2344+22.5	— STA. 2345+22.5
TREVIRA III4 (18")	STA. 2345+22.5	— STA. 2346+22.5



DIV. 3

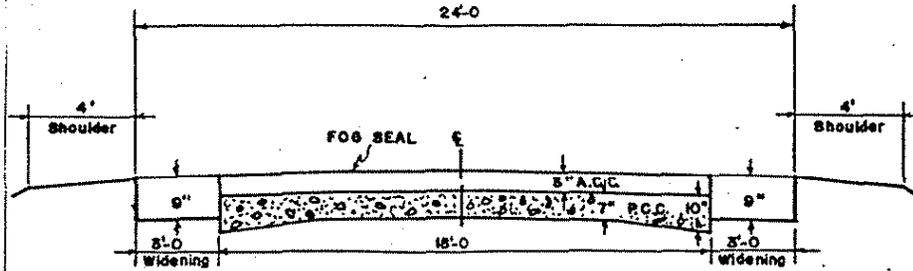
<b>ADDITIONAL 3" MILL &amp; RELAY WITH 2" A.C.C. SURFACE SECTION</b>	
	STA. 2348+00 — STA. 2355+00
PETROMAT (18")	STA. 2350+00 — STA. 2351+00
ROAD GLASS (12")	STA. 2351+00 — STA. 2352+00
TREVIRA III4 (18")	STA. 2352+00 — STA. 2353+00



DIV. 3

<b>ADDITIONAL 3" MILL &amp; RELAY WITH SLURRY SEAL SECTION</b>	
	STA. 2355+00 — STA. 2359+00
PETROMAT (18")	STA. 2356+00 — STA. 2357+00
ROAD GLASS (12")	STA. 2357+00 — STA. 2358+00
TREVIRA III4 (18")	STA. 2358+00 — STA. 2359+00

(C)

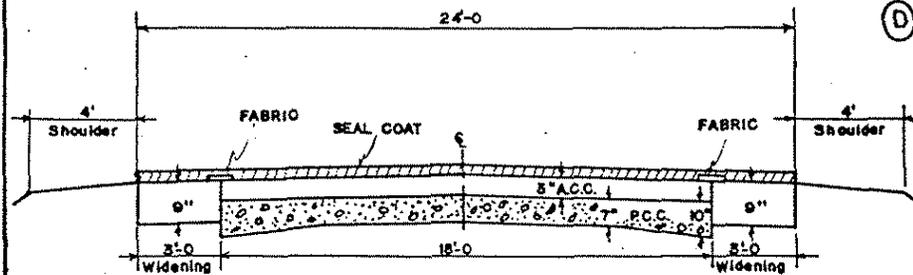


**.FOG COAT SECTION**

DIV. 3	DIV. 4
STA. 2307+75 - STA. 2333+00	STA. 2546+97 - STA. 2656+78.5 (3,4)
STA. 2365+00 - STA. 2388+00	
STA. 2391+50 - STA. 2417+60	STA. 2669+50 - STA. 2706+55 (5)
STA. 2418+00 - STA. 2452+50	STA. 2707+90 - STA. 2749+00
STA. 2465+30 - STA. 2546+97 (2)	STA. 2753+75 - STA. 2814+97 (6)

EQUATIONS:  
 (2) - 56.46' (3,4) - 1447.4' - 0.73' (5) - 12.53' (6) - 5.13'

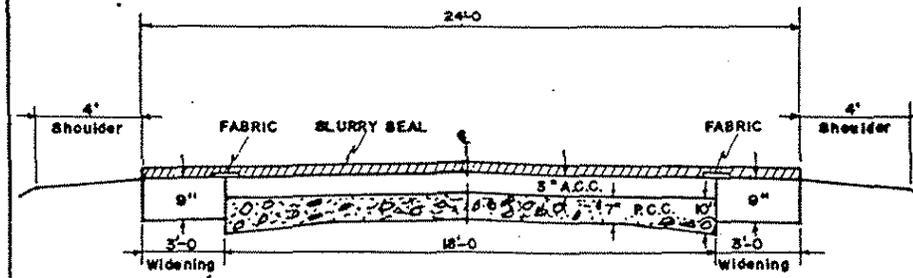
(D)



**BITUMINOUS SEAL COAT SECTION**

DIV. 3	
	STA. 2333+00 - STA. 2337+00
PETROMAT (18")	STA. 2334+00 - STA. 2335+00
ROAD GLASS (12")	STA. 2335+00 - STA. 2336+00
TREVIRA III4 (18")	STA. 2336+00 - STA. 2337+00

(E)

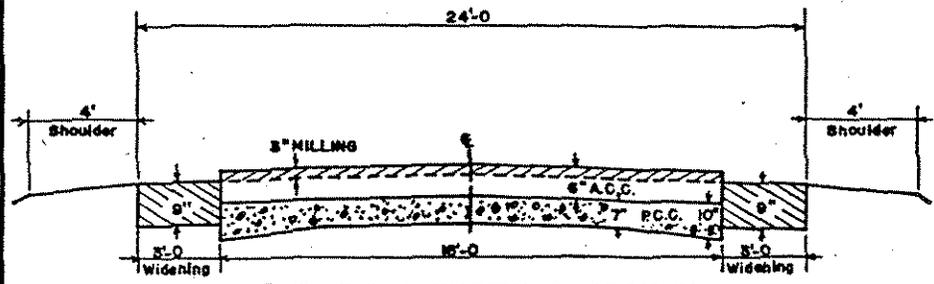


**SLURRY SEAL SECTION**

DIV. 3	
	STA. 2337+00 - STA. 2341+00
PETROMAT (18")	STA. 2338+00 - STA. 2339+00
ROAD GLASS (12")	STA. 2339+00 - STA. 2340+00
TREVIRA III4 (18")	STA. 2340+00 - STA. 2341+00

29

(A)



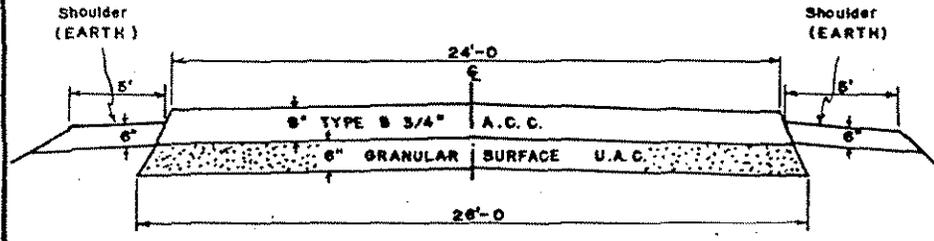
**3" MILLING & WIDENING SECTION**

DIV. 3	STA. 2307+75	—	STA. 2388+00
•	STA. 2391+50	—	STA. 2417+60
•	STA. 2418+00	—	STA. 2452+50
•	STA. 2465+30	—	STA. 2546+97
DIV. 4	STA. 2546+97	—	STA. 2656+78.5
•	STA. 2669+50	—	STA. 2706+55
•	STA. 2707+90	—	STA. 2749+00
•	STA. 2753+75	—	STA. 2814+97

**EQUATIONS:**

1 Sta. 2343+80.9 = 2344+03.4 (-22.5')	4 Sta. 2620+10.6 = 2620+11.83 (-0.73')
2 Sta. 2465+89.72 = 2466+48.2 (-56.48')	5 Sta. 2669+97.69 = 2670+10.22 (-12.53')
3 Sta. 2577+06.9 = 2591+54.3 (-1447.4')	6 Sta. 2754+67.19 = 2754+72.82 (-5.13')

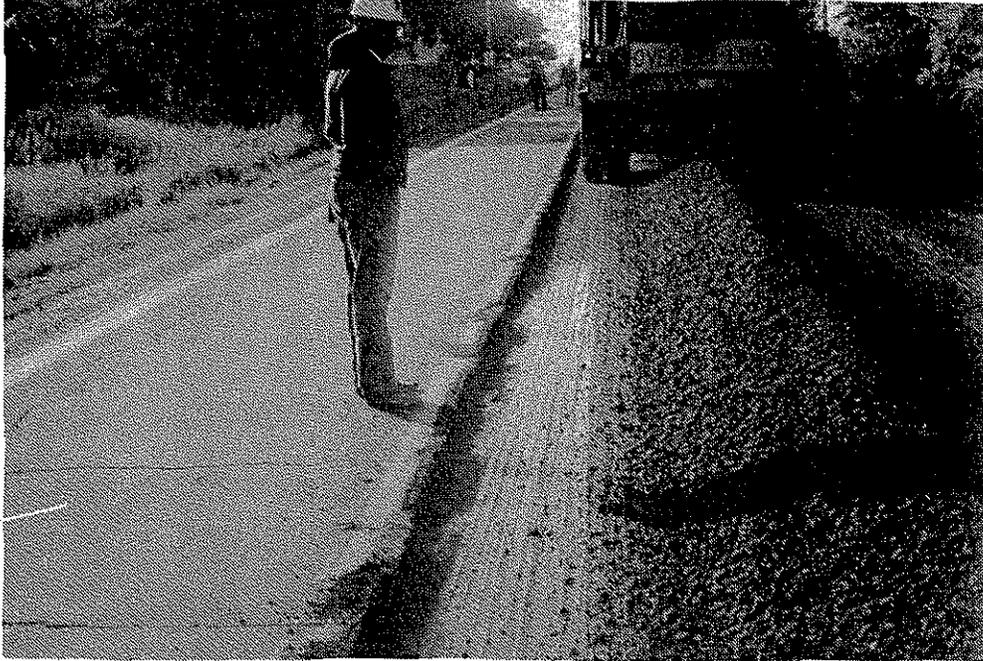
(B)



**9" A.C.C. TYPE "B" & EARTH SHOULDER SECTION**

DIV. 3	STA. 2417+60	STA. 2418+80
•	STA. 2452+50	STA. 2465+30
DIV. 4	STA. 2662+75	STA. 2669+50
•	STA. 2749+00	STA. 2753+75

Appendix C  
Construction Photographs



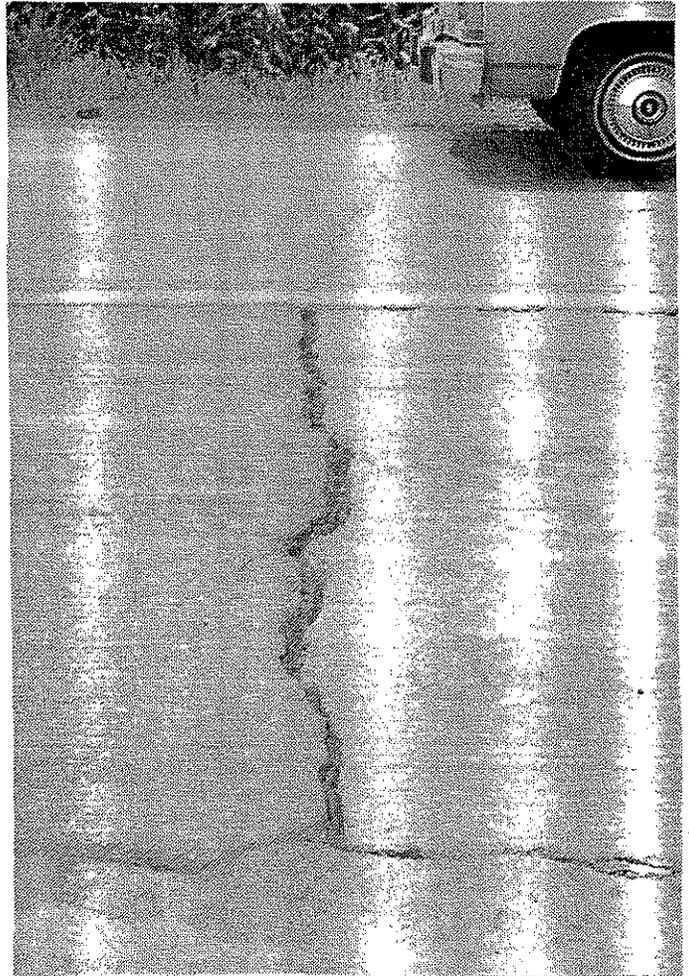
Material From Milling Machine Train



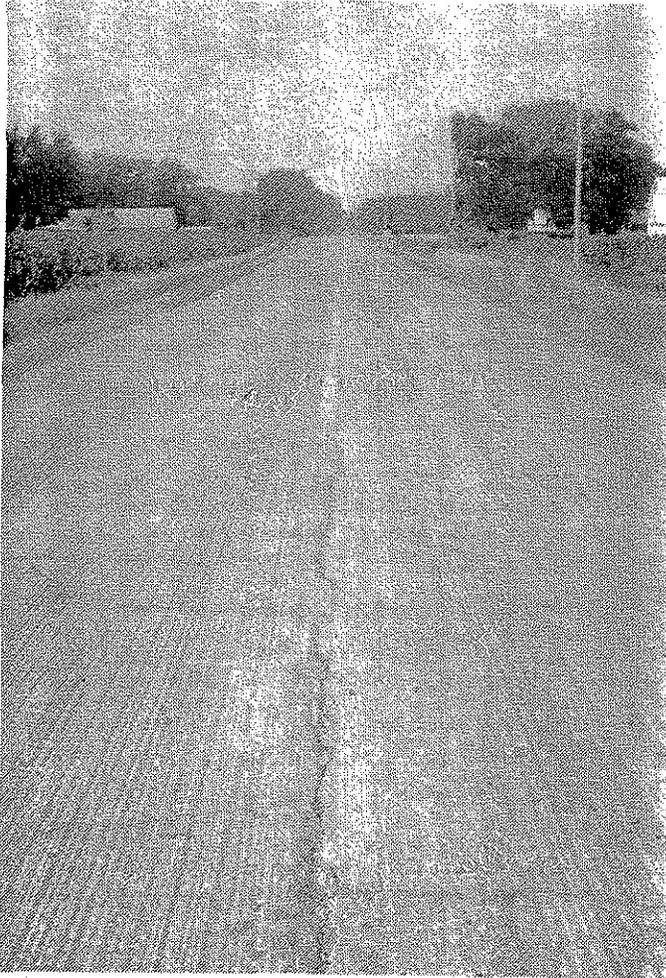
Trencher



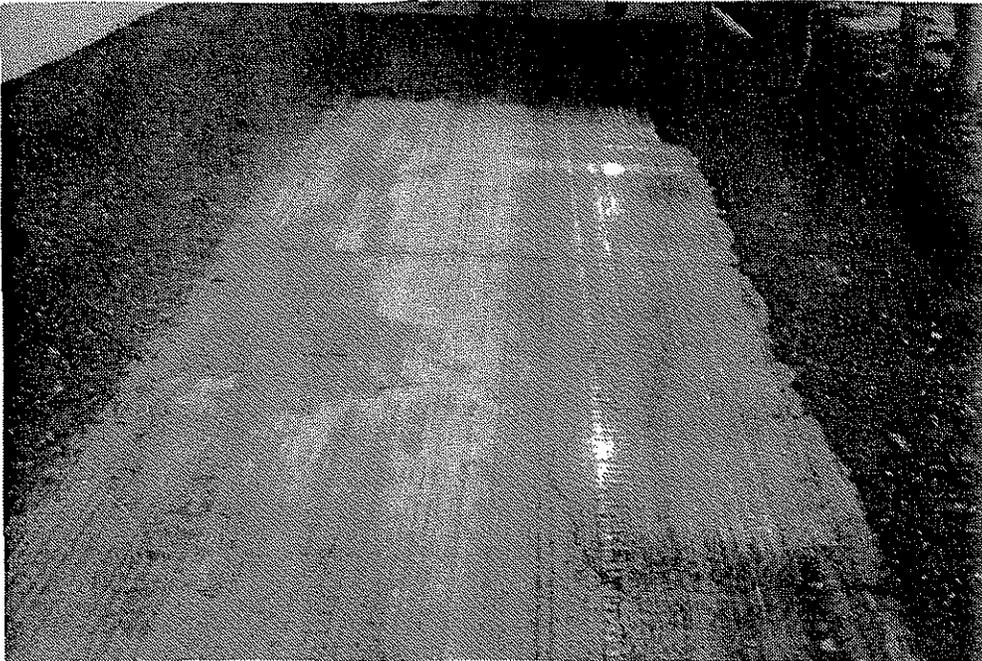
Slippage Crack Replaced



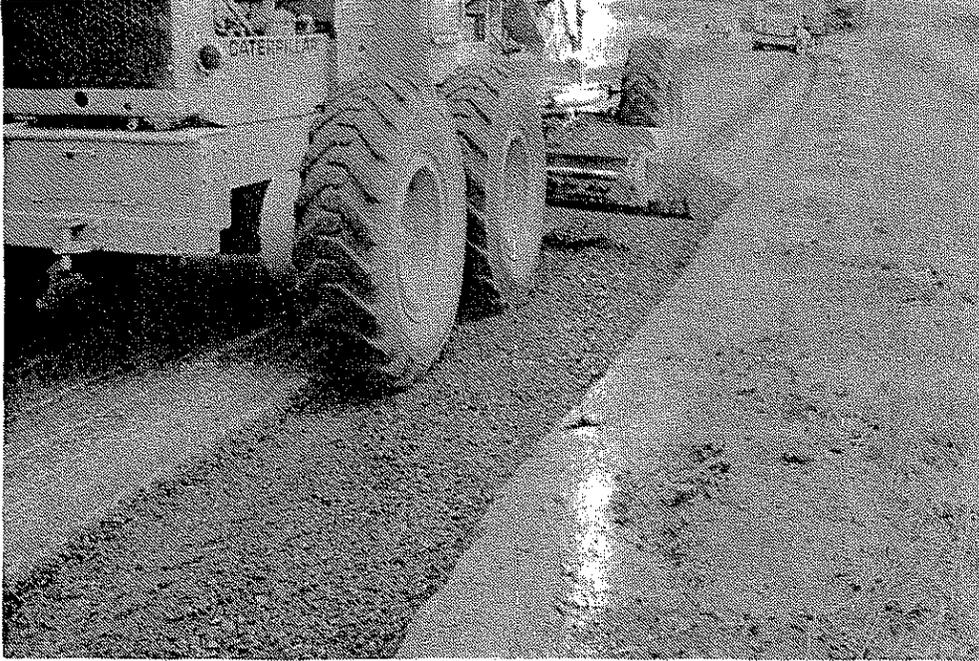
Slippage Crack Removed  
and Replaced



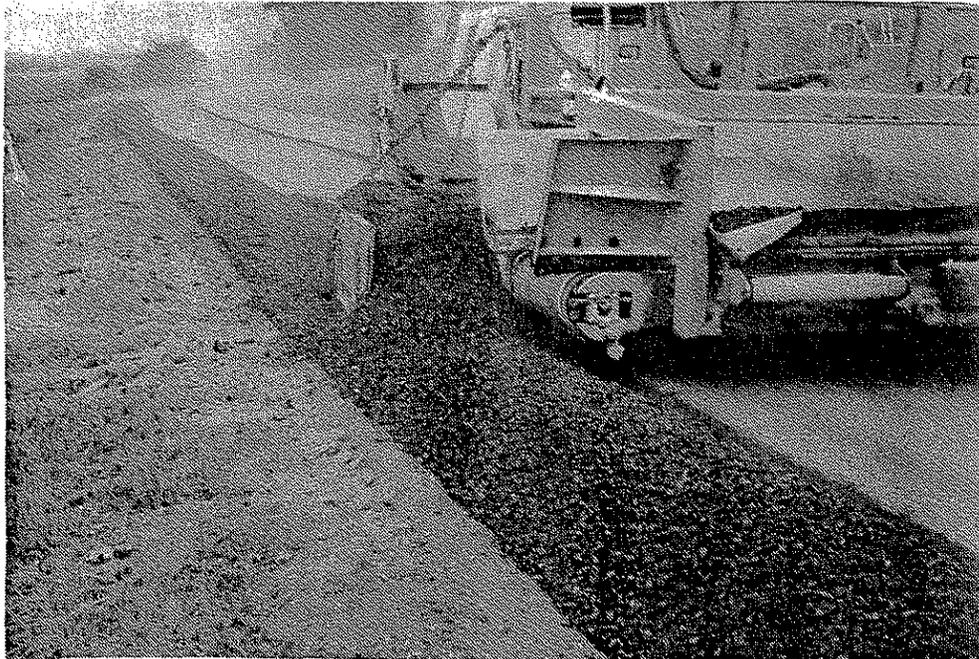
Milled Surface



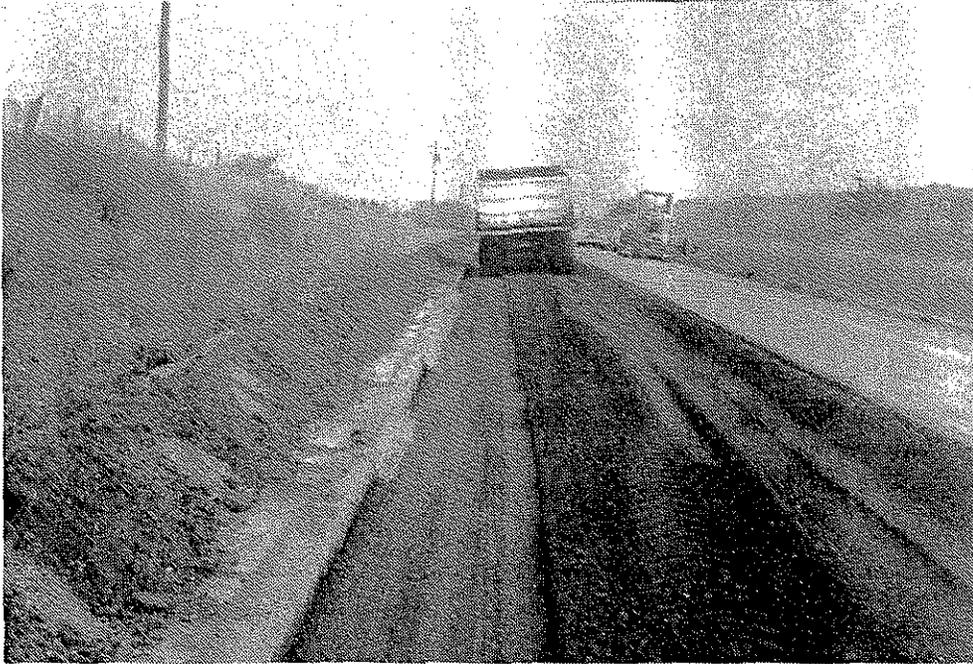
Trench After Cleaning



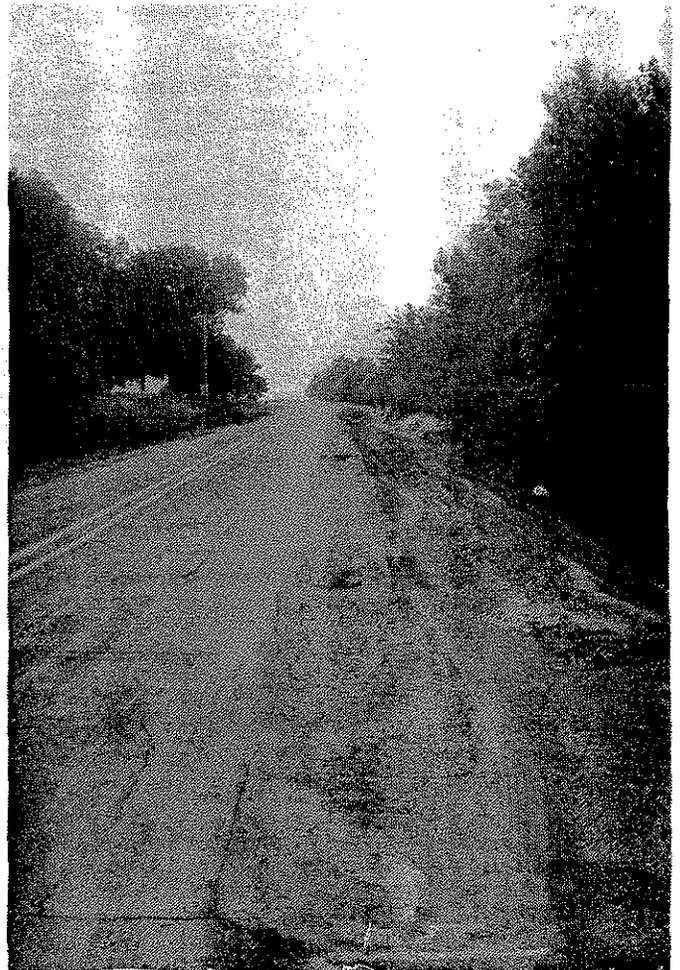
Lower Lift in Trench  
and Rolling With Patrol



Filling Top of Trench



Rolling Lower Lift



Subsidence in First Day's Run