Base Preparation
Include, as a minimum, the following items in the Cold-Milling QC Plan: The schedule for replacing the cutting teeth; The daily preventive maintenance schedule and checklist; Proposed use of automatic grade controls; The surface testing schedule for smoothness; The process for filling distressed areas; The schedule for testing macrotexture of the milled surface; Corrective procedures if the milled surface does not meet the minimum macrotexture specification; Corrective procedures if the milled surface does not meet the minimum transverse or longitudinal surface finish when measured with a 10-foot straightedge; The methods for longitudinal control guidance (painted string line or measure offs); and Contact information for on-site contractor personnel responsible for the work and authorized to adjust the QC plan.
Drainage Structures, Monument Boxes, and Water Shutoffs. Adjust, temporarily lower, or both, catch basins, manhole covers, monument boxes, and water shutoffs in accordance with subsection 403.03.A. Meet the smoothness requirements required in subsection 501.03.H.
The End
Joints

Details 7, 8
Joint and crack cleanout

MDOT
Cleaning Pavement. Using methods approved by the Engineer, clean dirt and debris from the pavement surface and paved shoulders before placing HMA. Remove loose material from joints and cracks using compressed air. If the Engineer determines the compressed air system will not remove deleterious material, remove loose material by a hand or mechanical method, as approved by the Engineer. The Department will pay for removal of material by hand or mechanical methods in accordance with subsection 501.04.E. Do not place HMA until the Engineer inspects and approves the condition of the existing pavement.
Alternate Acceptance In-Place Density Method. Density acceptance for Hand Patching, Joint Repairs, Driveways, Scratch Course, and Widening/Tapers/Gores of less than or equal to 5 feet will be as follows. Density acceptance for these processes will be by density gauge. Establish the compaction effort for each pavement layer to achieve the required in-place density values. After the final rolling, the Engineer will use a density gauge using the Gmm from the JMF for acceptance. A minimum of six random locations per sublot will be tested for density. If the average of the density values is equal to or greater than 92.00 percent of the Gmm, the pavement density will be accepted. If the average of the sublot density tests are less than 92.00 percent of the Gmm, the Contractor must take corrective action to achieve a minimum average of 92.00 of the Gmm. Density values will not be used in the PWL spread sheet; the alternate density application in the drop-down of the PWL spread sheet should be selected. Sampling will be in accordance with MTM 313, Sampling HMA Loose Mix from Ministockpile.
THE END