

## **53.28 PREPARATION OF GRAVEL ROADWAYS**

### **53.28.1 GENERAL**

The Work consists of reshaping gravel roadways prior to gravel surfacing. Reshaping involves blading material from the shoulders and sideslopes to the surface and restoring the roadway to its proper width, crown and superelevation.

### **53.28.2 MATERIALS**

No materials are required for this Work.

### **53.28.3 EQUIPMENT**

The Contractor shall supply a grader and all grader blades necessary to complete the Work.

### **53.28.4 PROCEDURE**

All Work shall be performed during daylight hours only, unless adequate lighting exists which provides visibility of at least 700 metres and prior approval of the Engineer is obtained. No Work shall be performed when the visibility is less than 700 metres.

Traffic control and signing shall be performed in accordance with Specification 55.1, Traffic Accommodation and Temporary Signing.

Equipment shall operate in the same direction as the traffic at all times.

Prior to commencing work on sideslopes, the Contractor shall mark the ends of all culverts so that they are visible from the operator's position. The Contractor shall at his expense, repair or replace any culverts or signs damaged during his operations.

When necessary, the Contractor shall provide sufficient men and equipment to tow traffic through the Work and shall be responsible for any damage caused by such towing.

The roadway shall be bladed and shaped to the proper grade, crown and superelevation as determined by the Engineer. All pot holes, washboards, ruts and grass shall be eliminated. The finished surface shall be free of ridges, rocks or other material which may be hazardous to traffic and shall have a uniform crown of between 3% and 5%. The superelevation on curves shall be retained or restored over the entire roadway width.

The Engineer will identify the extent of the Work required on sideslopes in the Work Order.

Material shall not be bladed onto structures such as bridge decks, cattle guards and railway crossing flangeways. Backblading may be required to remove excess material from the edges of such structures.

After crossing railway tracks, the Contractor shall immediately inspect the flangeways and remove any material which may have been deposited. In the event any damage is evident, the Contractor shall immediately inform the railway company roadmaster and the Engineer.

At intersections, the crown on the main roadway shall be maintained through the intersection while the crown on the intersecting roadway shall be feathered back.

Unless otherwise approved by the Engineer, windrowed material shall not be left on the roadway overnight. In the event it is necessary to leave a windrow overnight, the Contractor shall ensure that adequate warning devices are in place at the site.

The Contractor may perform the Work on sections of convenient length, but each section, when completed, shall be maintained to the proper grade and cross-section until gravel surfacing or the application of dust abatement on that section is complete.

#### **53.28.5 TIME TO COMPLETE AND SCHEDULING OF WORK**

The Contractor shall complete the Work within 60 calendar days of the issuance of the Work Order and in conjunction with gravel surfacing or dust abatement work.

#### **53.28.6 MEASUREMENT AND PAYMENT**

Measurement will be square metres of the area of road surface and sideslope shaped .

Payment will be made at the unit price bid per 10,000 square metres for "Preparing Gravel Roadways". This payment will be full compensation for blading and otherwise preparing the road surface, reworking the sideslopes to a uniform, even surface, traffic accommodation and signing and all labour, equipment, tools and incidentals necessary to complete the Work.

Towing traffic if required, will be considered incidental to the Work and will not be paid for separately.

#### **53.28.7 WARRANTY**

There is no warranty period for this Work.