



To:		New York State Department of Transportation ENGINEERING BULLETIN	EB 98-057
Title: CORRECTION TO EI 98-031, ITEM 18403.XX5101M			
Distribution: <input type="checkbox"/> Manufacturers (18) <input type="checkbox"/> Surveyors (33) <input checked="" type="checkbox"/> Main Office (30) <input checked="" type="checkbox"/> Consultants (34) <input type="checkbox"/> Local Govt. (31) <input checked="" type="checkbox"/> Contractors/AGC (39) <input checked="" type="checkbox"/> Regions/Agencies (32) <input type="checkbox"/> ()	Approved:  Wayne J. Bruke, Director Materials Bureau 11/16/98 Date		

This Engineering Bulletin supplements EI 98-031.

The equation included in Item 18403.XX5101M under **METHOD OF MEASUREMENT** on page 7 of 8, Table 1 - Quality Schedule, is incorrect in its current form. It has been corrected in the attachment to this EB. Please replace pages 7 of 8 and 8 of 8 with the following pages.

Questions concerning this change should be directed to Zoeb Zavery of the Materials Bureau at (518) 457-4582.

ITEM 18403.255101M SUPERPAVE HMA, 25 mm
 ITEM 18403.125101M SUPERPAVE HMA, 12.5 mm FX
 ITEM 18403.955101M SUPERPAVE HMA, 9.5 mm FX

If vibratory compaction equipment is used, the Contractor assumes full responsibility for the cost repairing all damage which may occur to highway components and adjacent property including buried utility and service facilities.

Multiple plant production shall not be allowed unless each plant supplies material to a separate paving operation. When multiple paving operations are utilized with material production from a single plant each paving operation will be evaluated as individual paving lots.”

METHOD OF MEASUREMENT

The provisions of §401-4, §402-4 and §403-4, Method of Measurement shall apply including the following:

“The Department will determine the paving lot’s Percent Within Limits (PWL) in accordance with Materials Procedure 96-4, Asphalt Concrete Statistical Pavement Density Determination. This PWL will be used to determine the density QAF as shown in Table 1 - Quality Schedule. The quantity of the lot subject to possible adjustment will be determined based on an estimate of tonnage placed, determined from the typical sections shown in the plans.

Table 1 - Quality Schedule

Percent Within Limits (PWL)	Quality Adjustment Factor (QAF)
PWL > 93	1.05
5 ≤ PWL ≤ 93	0.60 < QAF ≤ 1.00 ¹
PWL < 5	0.60 ²

1. The pavement density QAF will be calculated using the equation: $(0.449(PWL) + 57.8)/100 = QAF$ where the PWL is generated for each paving lot.
2. The lot shall be evaluated by the Department to determine if it may remain in-place. The type of material produced (i.e. binder, top), the layer in which it was used, and the location of use (i.e., mainline or a non-critical area) will be primary considerations in the determination of whether the HMA can be left in-place. If the HMA cannot be left in-place it will be removed at no cost to the Department. However, if the Department determines that the HMA can be left in-place, the Quality Payment Adjustment will be calculated using a QAF of 0.60.

The pavement density QAF from Table 1 will be applied to each paving lot to determine the Quality Payment Adjustment. The pavement density QAF will not be applied to material placed on ramps with a uniform full width section of less than 400 meters in length, shoulders, maintenance widenings and crossovers, and bridges. Payment in these areas will be based on satisfactory placement and compaction as determined by the Engineer.”

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BASIS OF PAYMENT

The provisions of subsection 403-5 Basis of Payment shall apply including the following:

“The unit bid price also includes the cost of all necessary equipment, labor and materials required in obtaining the pavement cores, filling all core holes with HMA and compacting these core holes to the satisfaction of the Engineer.

Payment will be made under:

ITEM NO.	ITEM	PAY UNIT
18403.255101M	<i>SUPERPAVE</i> HMA, 25.0 mm	Metric Ton
18403.125101M	<i>SUPERPAVE</i> HMA, 12.5 mm FX	Metric Ton
18403.955101M	<i>SUPERPAVE</i> HMA, 9.5 mm FX	Metric Ton”