



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Paul R. LePage  
GOVERNOR

David Bernhardt  
COMMISSIONER

May 16, 2016  
Subject: Micro Milling, Ultra-Thin  
Bonded Wearing Course  
State WIN: 018783.00  
Location: **Brunswick, Freeport,  
Yarmouth & Falmouth  
Amendment No. 1**

Dear Sir/Ms:

Make the following changes to the Bid Documents:

**REMOVE** pages 17 thru 19, "Proposal Schedule of Items" dated 4/21/2016 and **REPLACE** with the attached revised "Proposal Schedule of Items", 3 pages, dated 5/16/2016.

**REMOVE** pages 33 thru 34, "Typical Sections" and **REPLACE** with the attached revised "Typical Sections", 2 pages.

**REMOVE** pages 39 thru 43, "Construction Notes" dated 4/21/2016 and **REPLACE** with the attached revised "Construction Notes", 5 pages, dated 5/16/2016.

**REMOVE** pages 81 thru 83, "SPECIAL PROVISION SECTION 400 Pavements (Emulsified Asphalt Seal Coat , Applied)" dated 4/6/2013 and **REPLACE** with the attached revised "SPECIAL PROVISION SECTION 400 Pavements (Emulsified Asphalt Seal Coat with Cover Coat Material)", 4 pages, dated 4/21/2016.

The following question has been received:

Question: In Special Provisions, Section 105, would the Department consider allowing the Contractor to extend the available hours of operation to start at 7pm on the nights of Monday through Friday?

Response: Due to the traffic volumes, the Department will not adjust the start times.

Question: Would the department consider adding a cover aggregate Item to the project to aid in skid resistance on Fog sealed shoulders, considering traffic volumes and existing surface texture?

Response: Please see attached Schedule of Items Dated 5/16/16. The Item shall be used on all shoulders treated with Item 410.151.



PRINTED ON RECYCLED PAPER

Question: Would the department review allowable calendar days? Our estimates show a minimum of 20 additional calendar days are necessary to complete the project as designed.

Response: Allowable Calendar Days have been reviewed. The Department feels there is adequate time to complete the scope of work within the allotted timeframe.

Question: Please clarify the note at the bottom of the 462.301 item in the construction notes. Description of pavement marking removal and temporary pavement markings are discussed, but items and quantities exist for both..? Does the department want all removal of remaining pavement markings & subsequent replacement with paint to be incidental to item 462.301? If so please list stations of item 627.77.

Response: The Department is concerned that there will be additional paint removal required in some areas after the milling process or shimmed areas. Item 627.77 will be used in these areas. Please see Construction Notes dated 5/16/16.

Consider this change and information prior to submitting your bid on May 18, 2016.

Sincerely,



George M. A. Macdougall P.E.  
Contracts & Specifications Engineer

## Maine Department of Transportation

## Proposal Schedule of Items

Proposal ID: 018783.00

Project(s): 018783.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	202.202 REMOVING PAVEMENT SURFACE	4,200.000 SY	_____	 _____	_____	 _____
0020	202.2022 REMOVING PAVEMENT SURFACE - MICRO-MILLING	300,000.000 SY	_____	 _____	_____	 _____
0030	202.205 RUMBLE STRIPS - SHOULDER	90,500.000 LF	_____	 _____	_____	 _____
0040	403.211 HOT MIX ASPHALT (SHIMMING)	5,000.000 T	_____	 _____	_____	 _____
0050	409.15 BITUMINOUS TACK COAT - APPLIED	9,000.000 G	_____	 _____	_____	 _____
0060	410.151 EMULSIFIED ASPHALT SEALCOAT, APPLIED	165,000.000 SY	_____	 _____	_____	 _____
0070	410.161 COVER COAT MATERIAL, SAND	100,000.000 LB	_____	 _____	_____	 _____
0080	424.3331 ASPHALT LOW MODULUS CRACK SEALER, APPLIED	65,000.000 LB	_____	 _____	_____	 _____
0090	424.37 CRACK REPAIR	4,000.000 LF	_____	 _____	_____	 _____
0100	462.301 POLYMER MODIFIED ULTRATHIN BONDED WEARING COURSE	380,000.000 SY	_____	 _____	_____	 _____
0110	627.18 12 " SOLID WHITE PAVEMENT MARKING	11,600.000 LF	_____	 _____	_____	 _____
0120	627.30 GROOVING FOR PAVEMENT MARKING	86,000.000 SF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 018783.00

Project(s): 018783.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	627.306 6" WHITE OR YELLOW HIGH-BUILD WET REFLECTIVE PAVEMENT MARKINGS	270,000.000 LF	_____	 _____	_____	 _____
0140	627.77 REMOVING PAVEMENT MARKINGS	1,500.000 SF	_____	 _____	_____	 _____
0150	627.781 TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	810,000.000 LF	_____	 _____	_____	 _____
0160	631.133 SKID STEER (INCLUDING OPERATOR)	25.000 HR	_____	 _____	_____	 _____
0170	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	 _____	_____	 _____
0180	643.87 WEIGH-IN-MOTION SYSTEM	1.000 EA	_____	 _____	_____	 _____
0190	652.30 FLASHING ARROW BOARD	4.000 EA	_____	 _____	_____	 _____
0200	652.33 DRUM	150.000 EA	_____	 _____	_____	 _____
0210	652.34 CONE	700.000 EA	_____	 _____	_____	 _____
0220	652.35 CONSTRUCTION SIGNS	3,800.000 SF	_____	 _____	_____	 _____
0230	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	52.000 CD	_____	 _____	_____	 _____
0240	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	4.000 EA	_____	 _____	_____	 _____

5/16/2016

Maine Department of Transportation

Proposal Schedule of Items

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Proposal ID: 018783.00

Project(s): 018783.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID:

Alt Mbr ID:

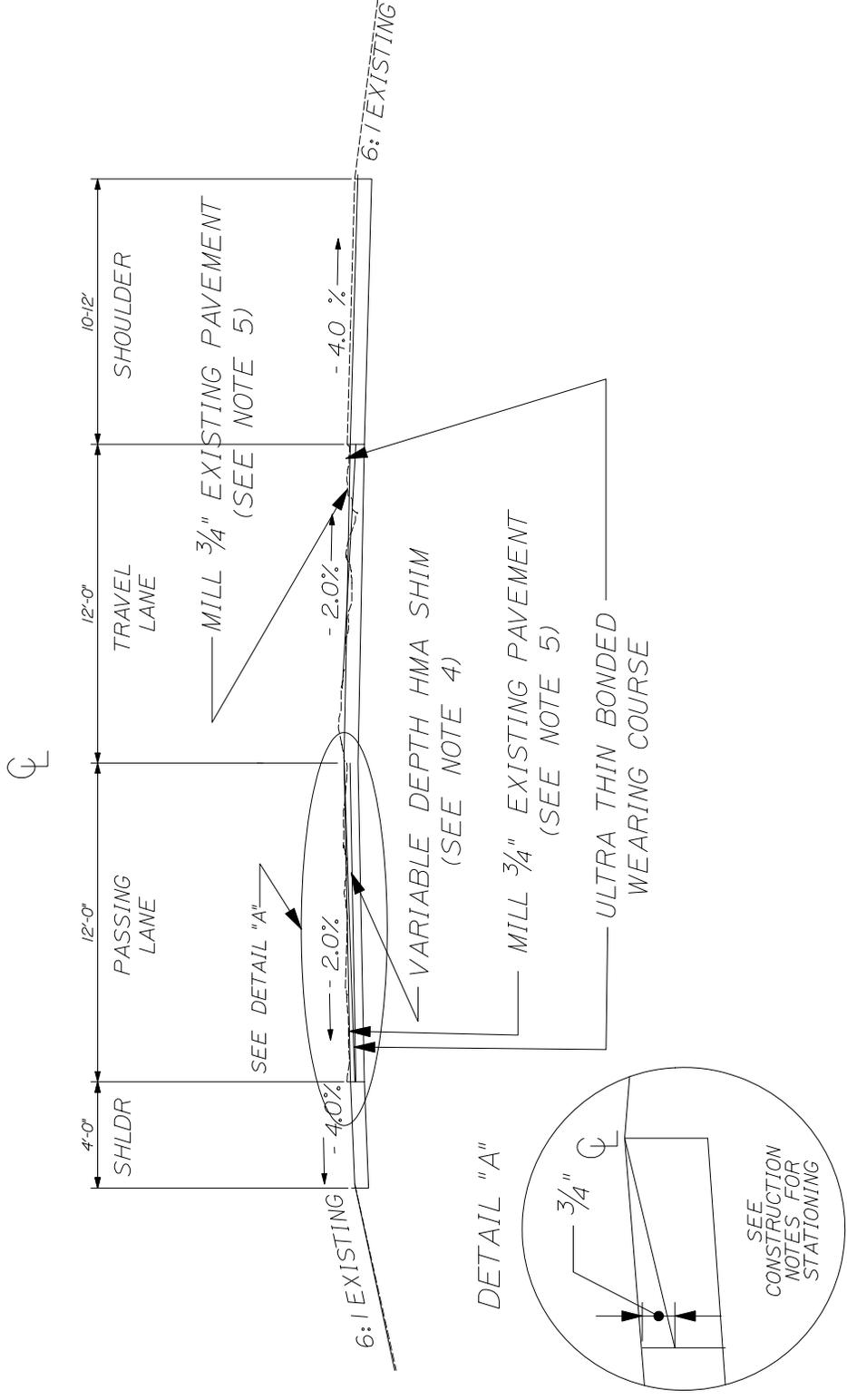
Contractor: \_\_\_\_\_

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0250	652.45 AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	4.000 UN	_____	 _____	_____	 _____
0260	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	_____	 LUMP SUM	_____	 _____
0270	659.10 MOBILIZATION	LUMP SUM	_____	 LUMP SUM	_____	 _____
<b>Section: 1</b>			<b>Total:</b>		_____	 _____
			<b>Total Bid:</b>		_____	 _____

PROJ. NUMBER	SHAWN SMITH	BY	DATE
CHECKED-REVISION			
DESIGNED-DATE			
REVISIONS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
DATE			
P.E. NUMBER			
SIGNATURE			

- NOTE:**
- TOTAL PAY LIMITS ARE AS NOTED IN THE CONSTRUCTION NOTES.
  - THE STATIONING & WIDTHS SHOWN IN CONSTRUCTION NOTES ARE APPROXIMATE.
  - WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
  - VARIABLE DEPTH SHIM IS TO BE PLACED IF FINISH EXCEEDS 1/4" (12.5MM) DELAMINATION OCCURS, OR AS DIRECTED BY THE RESIDENT.
  - CONTRACTOR SHALL MILL FROM THE EDGE LINE ON LEFT & RIGHT SHOULDER TOWARD CENTERLINE 7'-0" AS LISTED IN THE CONSTRUCTION NOTES: DETAIL "A"

3/4" ULTRA THIN BONDED WEARING COURSE





### Construction Notes

**Item 202.202 Removing Pavement Surface**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Depth</u></b>	<b><u>Remarks</u></b>
178+50	-	178+05	1 ½"	Mill Full Width Bridge Deck
529+00	-	528+00	1 ½"	Mill Full Width Bridge Deck
563+55	-	560+55	1 ½"	Mill Full Width Bridge Deck
517+25	-	515+25	1 ½"	Mill Full Width Bridge Deck
511+35	-	509+75	1 ½"	Mill Full Width Bridge Deck
152+53	-	149+70	1 ½"	Mill Full Width Bridge Deck

**Item 202.2022 Removing Pavement Surface Micro-Milling**

**\*\*\*Note: Travel Lane borders 10' shoulder\*\*\***

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Depth</u></b>	<b><u>Overall Width/Remarks</u></b>
631+66	-	463+03	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
463+00	-	405+03	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
405+01	-	335+27	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
335+32	-	295+31	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
295+94	-	272+15	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
272+39	-	214+11	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
214+08	-	183+89	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
183+87	-	178+50	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes

MCRB Railroad Bridge See Item 202.202

**Item 202.2022 Removing Pavement Surface Micro-Milling (Continued)**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Depth</u></b>	<b><u>Overall Width/Remarks</u></b>
178+05	-	177+04	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
177+03	-	158+08	¾"	Mill 7.0' +/- from edge lines Travel & Passing Lanes
686+47	-	657+00	¾"	Mill 7.0' +/- Left from edge lines Travel & Passing Lanes
657+00	-	554+19	1 ½"	Mill 28.0' +/- from edge lines Travel & Passing Lanes
553+93	-	529+00	1 ½"	Mill 28.0' +/- from edge lines Travel & Passing Lanes
Cousins River Bridge See Item 202.202				
528+00	-	505+11	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
579+10	-	563+55	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
Route One Bridge See Item 202.202				
560+55	-	537+49	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
537+51	-	517+25	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
Royal River Bridge See Item 202.202				
515+25	-	511+35	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
Route 88 Bridge See Item 202.202				
509+75	-	475+74	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
475+67	-	453+99	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
453+84	-	240+25**	¾"	Mill 28.0+/- Left & Right of Centerline Milling to daylight onto shoulders
240+25**	-	206+46	¾"	Mill 7.0+/- Left from white edge line Mill 14.0+/- Right from Yellow edge line
206+42	-	175+06	¾"	Mill 7.0+/- Left from white edge line Mill 14.0+/- Right from Yellow edge line
175+03	-	152+53	¾"	Mill 7.0+/- Left from white edge line Mill 14.0+/- Right from Yellow edge line

**Item 202.202 Removing Pavement Surface Micro-Milling (Continued)**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Depth</u></b>	<b><u>Overall Width/Remarks</u></b>
Presumpscot River Bridge See Item 202.202				
149+70	-	98+38	¾"	Mill 7.0+/- Left from white edge line Mill 14.0+/- Right from Yellow edge line

**Item 403.211 Hot Mix Asphalt Shim 9.5mm**

This item to be used for possible rutted areas, including bridge decks, and as directed the Resident.

**Item 410.151 Emulsified Asphalt Sealcoat Applied**  
**Item 410.161 Cover Coat Material, Sand**

To be applied to the 4 & 10' shoulders the entire length of project and as directed. Item will be applied after Item 202.205 Rumble Strips – Shoulder has been completed. It is the intent to seal the rumble strip areas.

**Item 424.3331 Low Modulus Crack Sealer**

Item will be used to treat centerline longitudinal cracks on mainline, shoulders, & other areas, as determined and directed by the Resident. Item shall be applied prior to Items 410.151 & 462.301.

**Item 424.37 Crack Repair**

See Special Provision 424. See typical for Item 424.37. It is estimated that there are 225 +/- areas approximately 12.5' in length through the corridor, but primarily south of station 528+00. The total amount of areas is located in both lanes. Centerline may require use of this item. Actual locations of this work will be determined in the field by the Resident.

**Item 462.301 Polymer Modified Ultrathin Bonded Wearing Course**

<b><u>Station</u></b>	<b><u>to</u></b>	<b><u>Station</u></b>	<b><u>Width</u></b>	<b><u>Comments</u></b>
631+66	-	463+03	25.0' +/-	Apply Travel/Passing Lanes
463+00	-	405+03	25.0' +/-	Apply Travel/Passing Lanes
405+01	-	335+27	25.0' +/-	Apply Travel/Passing Lanes
335+32	-	295+31	25.0' +/-	Apply Travel/Passing Lanes
295+94	-	272+15	25.0' +/-	Apply Travel/Passing Lanes
272+39	-	214+11	25.0' +/-	Apply Travel/Passing Lanes
214+08	-	183+89	25.0' +/-	Apply Travel/Passing Lanes

**Item 462.301 Polymer Modified Ultrathin Bonded Wearing Course (Continued)**

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Width</u>	<u>Comments</u>
183+87	-	178+50	25.0' +/-	Apply Travel/Passing Lanes
MCRR Railroad Bridge See Item 202.202				
178+05	-	177+04	25.0' +/-	Apply Travel/Passing Lanes
177+03	-	158+08	25.0' +/-	Apply Travel/Passing Lanes
686+47	-	554+19	25.0' +/-	Apply Travel/Passing Lanes
553+93	-	529+00	25.0' +/-	Apply Travel/Passing Lanes
Cousins River Bridge See Item 202.202				
528+00	-	505+11	38.0' +/-	Apply Travel/Passing Lane & Shoulders
579+10	-	563+55	38.0' +/-	Apply Travel/Passing Lane & Shoulders
Route One Bridge See Item 202.202				
560+55	-	537+49	38.0' +/-	Apply Travel/Passing Lane & Shoulders
537+51	-	517+25	38.0' +/-	Apply Travel/Passing Lane & Shoulders
Royal River Bridge See Item 202.202				
515+25	-	511+35	38.0' +/-	Apply Travel/Passing Lane & Shoulders
Route 88 Bridge See Item 202.202				
509+75	-	475+74	38.0' +/-	Apply Travel/Passing Lane & Shoulders
475+67	-	453+99	38.0' +/-	Apply Travel/Passing Lane & Shoulders
453+84	-	240+25**	38.0' +/-	Apply Travel/Passing Lane & Shoulders
240+25**	-	175+06	28.0' +/-	Apply Travel/Passing Lane & 4' Shoulder
175+03	-	152+53	28.0' +/-	Apply Travel/Passing Lane & 4' Shoulder
Presumpscot River Bridge See Item 202.202				
149+70	-	98+38	28.0' +/-	Apply Travel/Passing Lane & 4' Shoulder

All the existing striping shall be removed prior to the placement of the Ultra-Thin Bonded Wearing Course with Polymer. During the removal of the existing striping, the contractor shall replace the existing striping with Item 627.781.

**Item 627.30 Grooving for Pavement Marking**

Item shall include yellow edge line, white edge line, and white skips.

**Item 627.77 Removing Pavement Markings**

Item shall include yellow edge line, white edge line, and white skips where excessive paint remains after milling or shimming. Item shall be used as directed by the Resident.

**Item 627.781 Temporary 6' Painted Pavement Marking Line, White or Yellow**

All areas that have received the surface course shall be painted prior to being opened to traffic or immediately after the lane closure is removed. The contractor shall provide two applications of this Item prior to placement of Item 627.306. Any striping procedure other than temporary painted pavement marking line, including white and yellow temporary approved raised pavement markers shall be incidental to item 462.301.

**SPECIAL PROVISION**

**SECTION 400**

**Pavements**

(Emulsified Asphalt Seal Coat with Cover Coat Material)

Description This work consists of furnishing and applying one or more applications of emulsified asphalt sealcoat material with cover coat material on an approved surface in accordance with these specifications, and in reasonably close conformity with the lines shown on the plans or established.

Materials The bituminous material shall meet the applicable requirements of Section 702 – Bituminous Materials. Liquid asphalt grades for the fog coat treatment shall meet the requirements for RS-1h, CRS-2h, or CRS-2P. The emulsion type selected shall be used for the entire fog seal application areas unless otherwise approved by the Department.

The emulsified asphalt shall be produced with an approved, certified emulsion product, diluted, and thoroughly mixed into a homogenous liquid at the emulsion manufacturing facility. Each load shall be accompanied by a loading invoice listing the material supplier, emulsion type, dilution rate, total quantity loaded, and copy of the undiluted emulsified asphalt product certification. The diluted emulsion shall meet the requirements listed in Table 1 of this specification.

Table 1 – Diluted Asphalt Emulsion for Seal Coat

<u>Test requirements for diluted material</u>	<u>Range</u>
Sieve test %	0 – 0.10
Residue by distillation, %	28 - 40
Penetration	40 - 90
Application Temperature	100 - 180°F

The cover coat material shall be black or dark brown in color. Cover coat material shall be dried and free from moisture, and be of similar type and size as aluminum oxide or silicon carbide abrasive sandblasting grit meeting the “fine” or “extra fine” gradation requirements (ref: Black Beauty abrasive or similar product).

The Contractor may propose an alternative material for the aggregate cover, but will be required to demonstrate the materials compatibility with the emulsion fog seal prior to use on the project.

Equipment Emulsified asphalt sealcoat material application equipment shall meet the requirements specified in Section 409 – Bituminous Tack Coat, subsection 409.05 – Equipment with the addition of the following:

The asphalt distributor shall contain suitable mechanical circulating and heating mechanisms to provide a uniform approved temperature of the entire mass of material. The distributor shall be equipped with a radar type sensor used to measure ground speed, and feed a Digital Volumetric Accumulator capable of measuring gallons applied and distance traveled. It shall be capable of applying asphalt material in accurately measured quantities at any rate between 0.01 to 2.0 gallons per square yard, of roadway surface, at any length of spray bar up to 16 feet. The distributor shall be capable of maintaining a uniform rate of distribution of asphalt material regardless of change in grade, width or direction of the road. It shall be equipped with an electronic control for setting asphalt pump discharge rate and on/off switching of spray for nozzles in one (1) foot, increments which shall be located in the truck cab. The spray nozzles and pressure system shall provide a sufficient and uniform fan-shaped spray of asphalt material throughout the entire length of the spray bar at all times while operating. The spray shall completely cover the roadway surface receiving the treatment.

The aggregate spreader shall be mounted on the asphalt distributor. It shall have a minimum capacity of 2000 lbs. The hopper shall have vibratory agitation to facilitate material flow. The cover aggregate spinners shall be variable speed, capable of distributing cover aggregate consistently over variable roadway widths in a single pass. All controls shall be cab-mounted and capable of being operated during the application of the asphalt emulsion by the distributor operator.

## CONSTRUCTION PROCEDURES

Weather Limitations Emulsified asphalt sealcoat material shall not to be applied when the atmospheric temperature is below 50°F, or pavement surface temperature below 50°F.

Emulsified asphalt sealcoat shall not be applied in wet conditions, or when wet weather conditions are forecasted within a 6 hour period after application.

Preparation of Surface Before application of the emulsion seal coat material the surface shall be thoroughly cleaned of all loose and objectionable material. Preparation of the surface shall be considered incidental to the contract. The Contractor shall be responsible for covering all utility irons just prior to application of emulsion and uncovering utilities after application.

Immediately before applying an emulsified asphalt seal coat, the pavement surface must be cleaned with a road sweeper, power broom to remove dust, dirt, and debris. The pavement surface must be clean and dry before applying the emulsified asphalt sealcoat.

Application Emulsified asphalt seal coat materials shall be applied by a pressure distributor in a uniform, continuous spread over the area to be treated. The target application rate shall be 0.12 gallons per square yard. Emulsion application rates may be adjusted within the range of 0.10 to 0.14 gallons per square yard, as determined by the test section and as directed by the Department. No additional payment consideration or adjustment shall be made unless the required application rate varies from the rate as specified above.

The cover aggregate shall be applied immediately after the emulsion, prior to the emulsion break or cure, and simultaneously with the pressure distributors pass.

Equipment or traffic will not be allowed on the emulsion treated surface until the emulsion has fully cured. Emulsion materials will be applied within the temperature range specified in Section 702.05 – Application Temperatures, or as otherwise listed in this specification. No moisture shall be present on the roadway surface.

The Contractor shall provide dry cover material meeting the requirements of this specification and at a spread rate of 0.35 to 0.75 lbs./ s.y. as determined by the control section. The Contractor shall be required to apply additional cover material above the prescribed rate in the event that excessive emulsion materials are applied. Use of cover material shall be paid for by the pound, by means of verified bagged quantity, or by scaled weight of actual materials applied.

A test section shall be established to verify emulsion and cover coat material target application rates. The section shall be of sufficient length to verify the approximate emulsion use at the prescribed rate. Generally, the length of test section shall be approximately 200-500 linear feet. During emulsion seal material application, adequate provisions shall be made to prevent marring and discoloration of adjacent pavements, structures, vehicles, foliage or personal property. The use of skirting or end panels may be required to control application widths, and limit overspray.

Areas found to lack the proper emulsified asphalt seal coat application rate will require a re-application of emulsion material to meet the required rate. Areas requiring re-application will not be paid for directly but shall be considered incidental to the emulsified asphalt seal coat pay item,

In the event that excessive emulsion materials are applied, the use of cover coat material shall be used to reduce the risk of bleeding and tracking by traffic. Additional aggregate cover material, if required, will be considered incidental to the emulsified asphalt seal coat pay item.

Traffic Control The Contractor may be allowed a limited lane closure lengths if outlined in the contract. If allowed in the contract, traffic volumes shall be monitored to determine peak traffic levels, and lane closures shall be allowed outside peak traffic level times. The Traffic Control Plan will be amended to address traffic control at intersections, businesses, or other high traffic areas. Additional signage shall be used to at .5 mile intervals to warn motorists to stay out of the closed lane and off the sealant. When mainline travelway sealing work is required, adequate quantity and properly spaced cones for travelway delineation along with cones or barricades shall be required. Whether treating travelway, or shoulders, cones or barricades shall be placed across the treated area every 500 feet immediately after the emulsion and aggregate application, to prevent vehicles from traveling through the sealant during the cure period.

All traffic shall be kept off the emulsified asphalt seal coat areas for a minimum of 4 hours or until curing is complete. The emulsified asphalt seal coat surface will be considered cured when the emulsion and cover coat material does not track off the treated surface and there are no visible uncured emulsion on the surface. The Contractor may elect to use a polymer modified emulsion to further reduce cure time. No additional payment will be made should a polymer modified emulsion be used.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

Method of Measurement The Department will measure the emulsified asphalt seal coat by the square yard. Payment will be for the actual number of square yards applied in accordance with the typicals, Standard Specifications, and Section 109 - Measurement and Payment. Payment for the cover coat material will be paid for by the pound, verified by independent scale checks for bagged or bulk products. Payment shall be full compensation for all labor, materials and equipment required to complete the work in accordance with these specifications.

Basis of Payment The Department will pay for the Work, in place and accepted, in accordance with the applicable sections of the Special Provisions at the contract unit price per square yard applied, and by the pound applied.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
410.151 Emulsified Asphalt Seal Coat, Applied	Square Yard
410.161 Cover Coat Material, Sand	Pound