Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Construction Memorandum

To: Distribution

From: Paul Jagoda, P.E.
Construction Engineering Services Engineer

Date: June 14, 2004

Subject: Standard Specification Section 409 Seal Coat

Effective with the November 2004 bid letting, revisions made to Section 409 Seal Coat will be included in all contracts. These revisions are necessary as the Department moves toward performance based, end result specifications. Revisions include changes to materials and methods to more accurately reflect current industry practices. The intent of this memo is to clarify changes made to the specification and their effects on other areas within the MDT.

Table 701-12 has been modified to allow for Seal Coat- Type I and Seal Coat -Type II applications. Seal Coat- Type I utilizes cover material Grade 4A, which has been modified to reduce the amount of material passing the No. 4 mesh screen. Seal Coat- Type I will be specified in the majority of our contracts. In those areas where turning movements and higher ADT are a concern, (i.e. interchanges, major intersections, urban projects) Seal Coat-Type II will be specified. Type II utilizes cover material Grade 2A which is essentially a cleaner, single sized aggregate.

Payment for the cover material used for Seal Coat- Type I and Type II will be by the square meter (yard) as opposed to measurement by the ton. Bituminous materials will continue to be paid by the liter (gallon) or metric ton (ton). The Project Manager will continue to track oil quantities used from each distributor load for measurement and payment.

The contractor will determine application rates for aggregate and bituminous materials as well as perform compatibility testing for these materials. Copies of this information will be provided to the Project Manager prior to performing seal coat work.

On Grade S plant mixes, the contractor may, at their option, elect to apply a fog seal prior to seal coat placement. In those cases, the department will pay for applicable traffic controls for up to twelve hours. All other costs associated with fog seal application are at the contractor's expense.

The new specification is warranty based, therefore a Seal Coat Warranty Administration Guide has been developed for use in evaluating finished seal coat projects. The warranty guide presents examples of desirable seal coat appearance as well as unacceptable conditions. In cases where unacceptable conditions will persist beyond the 60-day warranty period, acceptance is made under Section 105.03.1 of the Standard Specifications or as recommended in the guide. Many of the unacceptable conditions are the direct result of traffic control related issues occurring during the emulsion curing period. Recognizing this, the Department will pay for necessary traffic controls within each completed section, for 72 hours. The old specification allowed payment for up to 48 hours. As this is an end result, warranty based specification; the contractor will directly control the placement, management and maintenance of the traffic control devices. The Project Manager will ensure traffic controls utilized satisfy requirements specified in the contract.

Due to the scope of the changes, the new seal coat specifications will initially be included in contracts as a special provision. These changes will impact Design, Contract Plans and field staff. Design crews will have to calculate quantities for Seal Coat-Type I & II by the square meter (yard) and modify plans accordingly. Designers should also consider higher ADT and turning movement areas on a project-by-project basis when determining if a Seal Coat-Type II application is appropriate. Contract Plans will have to create bid items for Seal Coat-Type I & Type II. Field staff will be required to adapt from administering the previous method based specification to this performance based, end result type specification.

This memo is rescinded five years from the date of issuance if not updated.

PJ/WCF/wcf

Copies: Duane Williams
Tom Martin
Paul Ferry
District Engineering Services Supervisors
Suzy Althof
District Construction Engineers
John Blacker
Mike Bousliman
Mark Wissinger
James Walther
FHWA