

STATE OF NEBRASKA
DEPARTMENT OF ROADS
ADDENDUM NO. 1
PROJECT NO. URB-5701(9)
CONTROL NO. 51489
CALL NO. 550
10TH STREET, CRESCENT DRIVE-RIVER BRIDGE, GERING
LETTING DATE: OCTOBER 25, 2012

The Special Provisions are amended to include the following four provisions:

BITUMINOUS PAVEMENT PATCHING

Paragraphs 1, 2 and 3 of Subsection 516.05 in the Standard Specifications are void and superseded by the following:

1. a. Bituminous pavement patching of flexible pavement and the repair or replacement of any subgrade material authorized by the Engineer will be measured by one of the methods described in Paragraph 1.b. based upon the depth of the patch.
 - b. (1) For patches 16-inches (40cm) deep or less, determined at the time of patching, the patching will be measured by the ton (megagram) of "Asphaltic Concrete for Patching, Type ____" required to complete the patch and repair any faulty subgrade. No equipment rental will be paid for this work, and all equipment used to complete the work shall be subsidiary to the item, "Asphaltic Concrete for Patching, Type ____."
 - (2) For patches more than 16 inches (40cm) deep, determined at the time of patching, the patching will be measured by the ton (megagram) of "Asphaltic Concrete for Patching, Type ____" required to complete the patch and repair any faulty subgrade. Additionally, the hours of equipment rental required to complete the patching and repair in that portion of the patch deeper than 16-inches will be measured by the hour of equipment rental in accordance with Section 919. Only approved equipment needed to patch and excavate the failure is to be rented, and only the time utilized to perform the work in the region deeper than 16-inches (40 cm) is to be measured. Excluded is any equipment needed to haul asphalt to the site.
2. a. Bituminous pavement patching of concrete pavement and the repair or replacement of any subgrade material authorized by the Engineer will be measured by the square yard (square meter) of completed and accepted work regardless of depth. Additionally, the asphaltic concrete used to complete the patch will be measured for payment and included with the roadway tonnage.
 - b. Bituminous pavement patching of concrete pavement is divided into 3 types (see Table 516.02). The types are based on the size of the individual patches constructed in a single lane. If a damaged area spans 2 or more lanes, then the continuous patch will be counted as multiple patches -- 1 patch per lane.

Table 516.02

Asphalt Patch Sizes in Rigid Pavement	
Type	Size
A	5 SY (5 m ²) or less
B	Greater than 5 SY to 15 SY (5 m ² to 12.5 m ²)
C	Greater than 15 SY (12.5 m ²)

3. "Asphaltic Concrete, Type ____", "Asphaltic Concrete for Patching, Type ____", "Asphalt Cement ____" and "Hydrated Lime for Asphalt Mixtures" used in either the patching of flexible pavement or concrete pavement will be measured for payment by the ton (megagram) in accordance with Subsection 503.05.

SUPERPAVE ASPHALTIC CONCRETE

Paragraph 1. C. of Subsection 1028.03 of the Special Provision titled "Section 1028 – Superpave Asphaltic Concrete (J-7-0512)" is void and superseded by the following:

- c. During production of Lot #1, the Contractor shall provide to the Department 6 properly prepared gyratory samples for Tensile Strength Ratio (TSR) testing for all mixtures. Superpave mixtures shall contain 1.25% hydrated lime as specified in the Special Provision "Hydrated Lime for Asphaltic Mixtures". Each Superpave mixture shall be tested for moisture sensitivity in accordance with AASHTO T 283. The 6 inch (150 mm) specimens shall be compacted in accordance with AASHTO T 312 to 7% ($\pm 0.5\%$) air voids at 4 inch (95 mm) in height and evaluated to determine if the minimum Tensile Strength Ratio (TSR) of 80% has been met. The Contractor shall add additional amine based WMA additives with anti-stripping agents or hydrated lime as required for the mix to meet the Tensile Strength Ratio (TSR) of at least 80% on mix design and/or field production samples. TSR test result of less than 80% shall require mixture modifications and a sample from subsequent lots will be tested until a TSR value of at least 80% is achieved.

WARM MIX ASPHALT

Paragraph b. (2) of Section 1 of the Special Provision titled "Warm Mix Asphalt (J-7-0712)" is void and superseded by the following:

Hydrated Lime at 1.25% by weight of virgin aggregate is required for all mixtures.

Paragraph c. (2) of Section 1 of the Special Provision titled "Warm Mix Asphalt (J-7-0712)" is void and superseded by the following:

- (2) For amine based WMA additives, 25% of the additive must be considered an amine based anti-stripping agent. Amine based WMA additives with anti-stripping agents shall be terminal blended by the binder supplier or a system approved by

the Flexible Pavements Engineer for application at the plant. For all other warm mix technologies hydrated lime shall be added at a minimum rate of 1.25% by weight of virgin aggregate, including the weight of limestone. Hydrated Lime shall not be used on Level II WMA mixtures when the WMA additive is an Amine based additive or when the Amine WMA additives are used in combination with Level I water injection. The minimum dosage rate for amine based WMA additives shall be 0.7%. The dosage rate of anti-strip shall not exceed manufacturer's recommendations.

**HYDRATED LIME FOR ASPHALT MIXTURES
HYDRATED LIME SLURRY FOR ASPHALT MIXTURES**

The third paragraph in Section 3 of the Special Provision titled "Hydrated Lime for Asphalt Mixtures (J-12-0510)" **and** the single paragraph in Section 3 of the Special Provision titled "Hydrated Lime Slurry for Asphalt Mixtures (J-12-0909)" are void and superseded by the following paragraph:

Hydrated Lime shall be added at a minimum rate of 1.25 percent by weight of all virgin aggregate, including the weight of the limestone. Additional hydrated lime may be required for the mix to meet the Tensile Strength Ratio (TSR) of at least 80% in accordance with AASHTO, T 283, on mix design and/or field production samples.

DEPARTMENT OF ROADS

Original Signed by Claude Oie

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NOTICE: Only the contractors issued bidding proposals receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the contractor.