Changes for 2017

- PWT bituminous – 100% implementation
- 100% Warm Mix -WMA, (Well sorta...)
- Mandatory anti-strip for all mixes
- New tack coat statewide special provision
- Adjustment in ESAL ranges per Pub. 242
- Ultra-thin bonded wearing course
- Full depth reclamation
• District will be using on 100% of our 2017 projects (Except SMA courses)
  • Acceptance by certification is still applicable for small quantities.

• Will be utilizing local acceptance (PWT-HOLA) on all 100% state funded projects

• Will utilize PWT-LTS on federally funded/NHS projects (Samples sent to Harrisburg lab)
So, how did 2016 go...

- 17 PWT projects (77% of long-line paving projects)
- 10 were advertised with PWT-HOLA spec. (59%)
- 7 were advertised with PWT-LTS spec. (41%)
So, how did 2016 go...

- Average Bonus for all PWT lots was approximately 101.3%
- Overall, program was pretty successful
WMA - District’s direction for 2017

• Statewide direction to bid *all WMA
• District will no longer utilize either/or bids
• Will see some HMA on certain paving items
  • *Some standard item numbers not available for in WMA version (SMA, Fine grade, Marshall’s, etc...)
Mandatory anti-strip for 2017

• Per SOL 481-16-06: **ALL** bituminous mixes will contain an anti-strip additive

• *District will no longer utilize district special provision...*
New tack coat special provision

• SOL 481-17-01, dated January 9, 2017

• Modifies the tack coat Sec. 460 to be a used
  • No more AE-T, replaces with “Tack”
  • Essentially provides for use of a SS/CSS1-h (E-8) and Non-Tracking Tack – 4 Item #’s

• District will no longer utilize district special provision after 2/16/17
### New Tack Coat Special Provision

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<tbody>
<tr>
<td>0460-0001</td>
<td>BITUMINOUS TACK COAT</td>
<td>Square Yard</td>
</tr>
<tr>
<td>0460-0002</td>
<td>BITUMINOUS TACK COAT</td>
<td>Gallon</td>
</tr>
<tr>
<td>0460-0003</td>
<td>BITUMINOUS TACK COAT (NIT/CNTT)</td>
<td>Square Yard</td>
</tr>
<tr>
<td>0460-0004</td>
<td>BITUMINOUS TACK COAT (NIT/CNTT)</td>
<td>Gallon</td>
</tr>
</tbody>
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• District is utilizing recent ESAL adjustment language included in Pub. 242
• Gives options based on truck traffic/stopping condition, etc... to adjust gyration levels by one level lower.
  – Example: ESAL range is $3 < 10$ million ESALS $= 100$ gyrations. Now have ability to lower to $75$ gyrations $= 0.3 < 3$ ESAL design item #.
• Gives option to lower base courses by one ESAL level when below 4”. If less than 25% of the base layer is within the 4”, the entire course is considered to below 4” for design purposes.
  – Example: ESAL range is $0.3 < 3$ million ESALS $= 75$ gyrations. Now have ability to lower to $50$ gyrations $= < 0.3$ ESAL design item #.
  – So... will be seeing some base courses be at a different ESALS than upper paving courses...
ULTRA-THIN BONDED WEARING COURSE

• District will be using Section 489—Ultra-Thin Bonded Wearing Course for first time this year
District will be using Section 344—Full Depth Reclamation for first time this year

- Will be overlaid with Binder and Wearing Courses
Questions

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