



Department of Transportation

Division of Operations

700 E Broadway Avenue

Pierre, South Dakota 57501-2586 605/773-3704 (maint)

FAX: 605/773-2893

605/773-3571 (const)

September 29, 2016

TECHNICAL MEMORANDUM

To: Region Engineers, Area Engineers

From: Greg Fuller, Director of Operations

Re: Mainline Asphalt Paving Beyond Seasonal Limitations

This memorandum was developed to assist field staff in their efforts to ensure quality of mainline asphalt concrete pavements constructed, provide consistent statewide enforcement of specifications, and provide consistent statewide solutions to requests for paving mainline asphalt concrete surface courses beyond the specified seasonal limitations. I feel it is imperative to deal with seasonal limitations for mainline asphalt concrete paving in a consistent manner across the state. The following is in addition to and in clarification of the Department policy on seasonal limitations.

Please pass this information along to your staff to help them address any mainline asphalt concrete paving seasonal limitation extension requests.

Before consideration will be given to approving requests for paving mainline asphalt concrete beyond the seasonal limitations, the Area Office shall provide justification to the Region Engineer as to why paving mainline asphalt concrete after the seasonal limitation should be allowed. Approval of paving mainline asphalt concrete beyond specified seasonal limits will be made only when there is a distinct benefit to the Department of Transportation, the traveling public, or both.

All mainline asphalt concrete paving approved to be placed after the seasonal limitations will be based on the following process:

1. When the Contractor anticipates the need to continue paving mainline asphalt concrete beyond the seasonal limitation in order to complete asphalt paving as required by the contract, the Contractor shall submit a request to pave past the seasonal limitation to the Project Engineer. The request shall include an Updated Paving Schedule and a Late Season Paving Plan as identified below:

- a. An Updated Paving Schedule that includes:
 - 1) A 14 day weather forecast from a nationally recognized source.
 - 2) The expected paving completion date.
 - 3) An estimate of the number of suitable weather paving days from the seasonal limitation to paving completion.

 - b. A Late Season Paving Plan that includes:
 - 1) Acknowledgement that all other requirements of Section 320 and applicable contract special provisions will apply.
 - 2) A list of actions to be taken after the seasonal limit to facilitate compaction such as, but not limited to:
 - a) Tarping if weather conditions or haul distance warrant or if the asphalt concrete will not be incorporated into the work within 30 minutes of batching.
 - b) Proposed sequence of operations with contingencies if weather conditions do not allow paving to continue as planned.
 - c) Consideration of compaction enhancement admixtures and use guidelines (mix design approval by the Department's Bituminous Engineer will be required).
2. The Area Engineer will forward the Contractor's request and supporting information to the Region Engineer for the Region Engineer's review.
 3. The Department will notify the Contractor of the Department's acceptance, acceptance with modifications, acceptance with conditions, or rejection of the Late Season Paving Plan. The email shall include reasons for modifications, conditions, or rejection. If the Late Season Paving Plan is approved; all other requirements of Section 320 and any applicable contract special provision will be enforced.
 4. The Project Engineer shall document the acknowledgement of all other requirements of Section 320 and any applicable contract special provisions and impose any additional requirements and the acceptance of the Late Season Paving Plan on a Construction Change Order.

Any request for mainline asphalt concrete paving surface courses beyond October 31st will again be reviewed on a case by case basis.

The aforementioned is intended for dense graded asphalt concrete mixes only. Paving of Class S asphalt concrete mixes beyond the seasonal limitations should not be allowed.

Any requests for paving with asphalt concrete composite should be forwarded to Rick Gordon or Ryan Johnson and will be handled on a case by case basis depending on various circumstances.

As in the past, this plan and these requirements will not be enforced for asphalt paving on shoulder.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Fuller". The signature is fluid and cursive, with the first name "Greg" and last name "Fuller" clearly distinguishable.

Greg Fuller, P.E.
Operations Division Director
Department of Transportation

cc: Darin Bergquist
Joe Feller
Jason Humphrey
Rick Gordon
Ryan Johnson