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3.50 ASPHALT CONCRETE PAVEMENT - END PRODUCT SPECIFICATION**3.50.1 GENERAL****3.50.1.1 Description**

Asphalt Concrete Pavement (ACP) shall consist of crushed aggregates, or a combination of crushed aggregates and Reclaimed Asphalt Pavement (RAP), blend sand material as required and asphalt cement, combined in a hot mix plant, placed and compacted on a prepared surface in conformity to the lines, grades, dimensions and cross-sections as shown on the drawings or as directed by the Consultant.

3.50.1.2 Definitions

For purposes of this specification, the following definitions will apply:

3.50.1.2.1 Acceptance Limits

- (i) Density and Actual Asphalt Content - Acceptance Limits for density and Actual Asphalt Content are the limiting values of the Lot Mean within which the Lot will be accepted at full, increased, or reduced payment for density, as shown in Table 3.50 A, or full or reduced payment for Actual Asphalt Content as shown in Table 3.50 B.
- (ii) Smoothness - Acceptance Limit for smoothness is the limiting value of the Profile Index within which a Sublot will be accepted with or without penalty assessment as shown in Table 3.50 C.
- (iii) Gradation - Acceptance Limit for gradation is the limiting value of the Lot Mean within which the Lot will be accepted as shown in Table 3.50 E.

3.50.1.2.2 Asphalt Content

- (i) Design Asphalt Content - The Asphalt Content established by the approved mix design.
- (ii) Approved Asphalt Content - The Design Asphalt Content or subsequent adjustments to it. Such adjustments must be approved in writing by the Consultant.
- (iii) Actual Asphalt Content - The amount of asphalt binder in the mix as determined by ATT-12 or ATT-74, and includes an amount to correct for the asphalt binder lost due to absorption by the aggregate or aggregate loss.

This correction may be determined for each change in aggregate or asphalt binder.

3.50.1.2.3 End Product Specification (EPS)

A specification whereby the Department does not define the methods of construction. Under EPS, the Department will monitor the Contractor's control of the process that produces the items of construction and will accept or reject the end product according to a specified acceptance plan. The Contractor is entirely responsible for quality control. End product acceptance is the responsibility of the Department and includes a statistically oriented program of acceptance testing.

3.50.1.2.4 Job Mix Formula

The Job Mix Formula establishes the aggregate proportioning, target aggregate gradation and approved asphalt content to be used for production of asphalt mix and requires the approval of the Consultant on the basis of a mix design.

3.50.1.2.5 Lot

A Lot is a portion of the Work being considered for acceptance and is defined as the following:

- (i) One day's plant production of more than 4 hours where approved changes to the following criteria have not occurred:
 - (a) Job Mix Formula
 - (b) Pavement Density Requirement
 - (c) Project

A change in any one of the above may require a new Lot designation.

- (ii) One day's plant production of less than 4 hours will be dealt with at the Consultants option, as follows:
 - (a) The material will be added to the previous day's Lot if the criteria specified in (i) remains the same or,
 - (b) The material will be added to the next day's Lot with the same criteria specified in (i) or,
 - (c) If it is the last time the mix is produced with these criteria then the production will be designated as a Lot.
- (iii) If the Consultant suspects a portion of a Lot is substandard, he may order extra testing to define the area and severity of the deficiency. A new Lot will be designated for this portion if this extra testing indicates the mix is subject to unit price adjustment or rejection.

3.50.1.2.6 Rejection Limit

- (i) Density and Actual Asphalt Content - Rejection Limit for Density and Actual Asphalt Content is the limiting value of the Lot Mean beyond which a Lot is rejected and not paid for as shown in Tables 3.50 A, and 3.50 B.
- (ii) Smoothness - Rejection Limit for smoothness is the limiting value of the Profile Index (PrI) beyond which a Sublot is rejected and not paid for as shown in Table 3.50 C.
- (iii) Gradation - Rejection limit for gradation is the limiting value of the Lot Mean beyond which a Lot is rejected and not paid for as shown in Table 3.50 E.

3.50.1.2.7 Lot Mean and Range

The Lot Mean is the arithmetic mean of a set of 5 or more test results constituting the sample for the Lot. The Range represents the difference between the highest and lowest values within a set of test results.

3.50.1.2.8 Stratified Random Sample

A Stratified Random Sample is a set of test measurements taken one each from 5 or more separate (stratified) areas or segments within a Lot in an unbiased way.

3.50.1.2.9 Sublot

A Sublot is a portion of a Lot that is one paver width wide and 100 metres long on which the calculation for Smoothness and assessment of Workmanship and Obvious Defects are based.

3.50.1.2.10 Alberta Transportation Test Procedures

Test methods designated in these specifications as "ATT" or "TLT" refer to Alberta Transportation Tests.

3.50.2 MATERIALS3.50.2.1 **Asphalt**

The Contractor shall supply asphalt material in accordance with Specification 5.7, Supply of Asphalt. The types and grades of asphalt shall be as specified in Table 3.50.3.2. For ACP which contains RAP, the type of virgin asphalt to be used shall be determined in accordance with procedures outlined in TLT-RACP, Recycling Asphalt Concrete Pavement.

3.50.2.2 **Aggregate**

The Contractor shall produce crushed aggregates in accordance with Specification 3.2, Aggregate Production and Stockpiling for the designation and class of material specified. The Contractor shall supply aggregate materials in accordance with Specification 5.2, Supply of Aggregate and haul materials in accordance with Specification 4.5, Hauling.

3.50.2.3 **Paint and Glass Beads for Interim Lane Marking**

The Contractor shall supply interim lane marking paint and glass beads. Paint shall be yellow 505-308 or white alkyd traffic paint conforming to the latest edition of Alberta Transportation TPC Specification for Traffic Paint.

3.50.3 ASPHALT MIX DESIGN AND JOB MIX FORMULA3.50.3.1 **Responsibility for Mix Design**

Preparation and submission of asphalt mix designs for Consultant verification and approval are the responsibility of the Contractor. The Contractor shall use professional engineering services and a qualified testing laboratory licensed to practice in the Province of Alberta, to assess the aggregate materials proposed for use and to carry out the design of the asphalt mixture.

All costs incurred in mix design formulation are the responsibility of the Contractor. Shipping costs for samples sent to the Consultant for verification and approval are the responsibility of the Contractor.

3.50.3.2 **Requirements for Mix Design**

The asphalt mix design shall follow the Marshall method of Mix Design as outlined in the latest edition

of the Asphalt Institute Manual Series No. 2 (MS-2) or design procedure TLT-301. The mix design, at the Design Asphalt Content, shall meet the requirements in Table 3.50.3.2 for the Asphalt Concrete Mix Type specified.

TABLE 3.50.3.2
ASPHALT CONCRETE MIX TYPES AND CHARACTERISTICS

Asphalt Concrete Mix Type	Class for Des 1 Aggregate	% MF, -5000 (Min) (Note 1)	% Fractures +5000 (2 faces)* (Min)	Asphalt Cement Grade	Marshall Stability N (Min)	No. of Blows	Air Voids %	VMA % (Min.) by % Air Voids		Voids Filled with Asphalt %	Flow mm	Retained Stability % (Min.)
								3.5	4			
1	16	75	98 (one face) 90 *	150-200A	12 000	75	Note 5	13.0	13.5	65 to 75	2 to 3.5	70
2	16	70	70 *	150-200A	12 000	75	Note 5	13.0	13.5	65 to 75	2 to 3.5	70
3	16	40	60 *	150-200A	8 000	75	Note 5	13.0	13.5	65 to 75	2 to 3.5	70
4	12.5	50	60 *	150-200A	8 000	75	Note 5	13.5	14	65 to 75	2 to 3.5	70
5	12.5	Note 2	60 *	200-300A	8 000	75	Note 5	13.5	14	65 to 75	2 to 3.5	70
6	12.5	Note 2	60 *	200-300A	5 300	50	Note 5	13.5	14	65 to 78	2 to 4	70
7	12.5	Note 2	60 *	300-400A	5 300	50	Note 5,6	13.5	14	65 to 78	2 to 4	70
8	10	Note 2	60 *	Note 3	5 300	Note 4	Note 5	14.5	15	65 to 78	2 to 4	70

Note 1 - The Percentage of Manufactured Fines in the -5000 Portion of the Combined Aggregate.

Note 2 - All fines manufactured by the process of crushing shall be incorporated into the mix for Asphalt Mix Types 5, 6, 7 and 8.

Note 3 - Use the same asphalt grade as for the lift above.

Note 4 - Use the same number of blows as for the surface course.

Note 5 - The Design Air Voids shall be chosen as the lowest value, within the range of 3.5 to 4.0% inclusive, such that all other mix design criteria are met.

Note 6 - Air Void limits listed in Note 5 shall be reduced by 0.5% for community airports. VMA at 3.0 % Air Voids shall be a minimum of 13 %.

Note 7 - Theoretical Film Thickness requirements shall be as follows depending upon the specified Mix Type and Design Air Voids. The Theoretical Film Thickness value shall be established in accordance with TLT-311.

Minimum Theoretical Film Thickness Requirements (μm)

Design Air Voids (%)	Mix Types 1, 2, 3, 4, and 5	Mix Types 6 and 7
4.0 and 3.9	6.0	6.5
3.7 and 3.8	6.1	6.6
3.5 and 3.6	6.2	6.7

Minimum Theoretical Film Thickness Requirements (μm)

Design Air Voids (%)	Mix Types 1, 2, 3, 4, and 5	Mix Types 6 and 7
3.3 and 3.4	Community -	6.8
3.0, 3.1 & 3.2	Airports only Mix Type 7 -	6.9

General requirements for mix design:

- A minimum of four specimens shall be prepared at each asphalt content
- Theoretical maximum specific gravity shall be determined in duplicate for at least three asphalt contents
- Retained Stability after 24 hour soaking at 60° C to be run at the recommended design asphalt content.

3.50.3.3 Approval of Mix Design

Mix designs shall be subject to the approval of the Consultant. The Contractor shall submit the mix design to the Consultant for verification and approval. The Contractor's submission shall include the following information:

- (i) Aggregate source name(s) and location(s).
- (ii) The gradation of each aggregate to be used in the mixture.
- (iii) The percentage by mass of each aggregate to be used in the mixture.
- (iv) The mix design gradation of the combined aggregate.
- (v) Other characteristics of the combined aggregate specified in Specification 3.2, Aggregate Production and Stockpiling.
- (vi) All Marshall Mix Design characteristics, including graphs used in arriving at the final mix design, the bulk specific gravity of the combined aggregates, and the asphalt absorption of the combined aggregates.
- (vii) Identification of each asphalt supplier by name, location and types and grades of asphalt to be supplied.
- (viii) Percent uncompacted voids (Fine Aggregate Angularity) of loosely compacted minus 2500 portion of the combined aggregate in accordance with TLT125 or Method A of AASHTO T304. No minimum value specified.
- (ix) For each asphalt supplied, asphalt specific gravity and recommended mixing and compaction temperatures for the preparation of design specimens.
- (x) Voids chart to include Air Voids, VMA and Voids Filled with Asphalt for various asphalt contents (0.1 % increments) and bulk densities (increments of 5 kg/m³).

The Consultant will require up to 5 working days from the time of receipt of the mix design to complete the design evaluation.

Where required by the Consultant for any change in the nature or sources of the aggregates, or where a new mix design is desired by the Contractor, the Contractor shall provide a separate and complete mix design. This new mix design shall be subject to the approval of the Consultant.

The Consultant may, at any time, require the Contractor to provide representative samples of each of the aggregate components for verification purposes. A sufficient quantity of each component shall be provided to result in a 100 kg sample of combined aggregate at design proportions. The Consultant will require up to 5 working days from the time of receipt of the sample to verify the mix design. The cost of such mix design verification will be borne by the Department.

Asphalt mix produced prior to the Contractor receiving the Consultant's written approval of the mix design, will not be accepted.

The aggregate proportioning, target gradation and asphalt content for the approved mix design will then be the Design Mix Formula and will become the Job Mix Formula for the start in production of asphalt mix.

The Contractor is responsible for producing mixes which conform with the specifications.

3.50.3.4 Variation from Approved Job Mix Formula

Once the Job Mix Formula has been established and approved, no alteration will be permitted unless reviewed and approved by the Consultant.

The Lot Mean Marshall Air Voids, as determined by the Consultant, shall not vary from the air voids in the approved mix design by more than 0.5%.

If the sum of any approved alterations to the Job Mix Formula are in excess of any one of the following limits away from the Design Mix Formula, a new mix design is required.

- $\pm 5\%$ passing the 5 000 μm sieve.
- $\pm 1.0\%$ passing the 80 μm sieve.
- $\pm 0.3\%$ asphalt content.

Any change to the approved Job Mix Formula shall not result in a Theoretical Film Thickness value less than that specified in Table 3.50.3.2 Asphalt Concrete Mix types and Characteristics for the applicable Design Air Voids.

3.50.4 SAMPLING AND TESTING

3.50.4.1 General

During the progress of the Work, tests will be carried out on materials and workmanship in order to ensure compliance with the requirements of the specifications.

Where it is required in these specifications that the Contractor submit samples of materials or mixtures to the Consultant for approval, these samples shall be submitted in sufficient time for proper testing.

The Engineer's approval of any materials or mixture shall in no way relieve the Contractor from his obligation to provide materials, mixtures and workmanship in accordance with the specifications.

Where specified, random sampling procedures shall be followed, and where no specific random sampling procedure is specified the sampling procedure shall be as identified by the Consultant in the case of acceptance testing and by the Contractor in the case of quality control testing.

The Consultant shall have access to the work at all times for taking samples. The Contractor shall provide any assistance necessary for taking samples and shall reinstate pavement layers or other structures to the satisfaction of the Consultant at the positions where samples have been taken. Compensation for providing assistance with sampling and for reinstatement where samples are taken shall be included in the unit price bid for the various items of Work tested and no separate payment will be made.

The Contractor shall provide, at his own expense, sampling stands, sampling devices and other facilities which the Consultant may require to safely obtain representative samples of the item being produced.

When required, the Contractor shall provide and prepare, to the satisfaction of the Consultant, a suitable site for the parking of a mobile laboratory trailer. The Contractor shall provide power to the mobile laboratory trailer, at his own expense.

3.50.4.2 Methods of Testing For Acceptance and Appeal Testing

Unless otherwise specified, the latest edition of the following standard Alberta Transportation test methods (ATT) shown in Table 3.50.4.2 will be used to determine material characteristics.

TABLE 3.50.4.2
TEST METHODS

TEST DESCRIPTION	TEST METHOD
1. Sampling Mixes	ATT-37
2. Coring	ATT-5
3. Extraction	ATT-12
4. Correction Factor, Extracted Asphalt Content	ATT-12 Part III
5. Percent Fracture	ATT-50
6. Sieve Analysis, 20 000 μ m minus	ATT-26
7. Density, Immersion Method, Waxed Asphalt Concrete Specimens	ATT-6
8. Density, Immersion Method, Saturated Surface Dry Asphalt Concrete Specimens	ATT-7
9. Voids Calculations, Asphalt Concrete Specimens	ATT-36
10. Percent Compaction, Asphalt Concrete Pavement	ATT-67
11. Forming Marshall Specimens, Field Method	ATT-13
12. Moisture Content, Oven Method Asphalt Concrete Mixes	ATT-15
13. Smoothness of Pavements, Profilograph Method	ATT-59
14. Stratified Random Test Sites for A.C.P. Projects	ATT-56
15. Appeal Testing, Asphalt Content, Density and Gradation	ATT-68
16. Asphalt Content, Ignition Method	ATT-74
17. Correction Factor, Ignition Asphalt Content	ATT-74 Part II

NOTES:

- (1) In all test methods used as reference in this specification, metric sieves as specified in Canadian General Standards Board Specification 8-GP-2M shall be substituted for any other specified wire cloth sieves in accordance with Specification 3.2, Aggregate Production and Stockpiling.
- (2) In all cases the latest amendment or revision current at the closing date of the tender is implied when reference is made to one of the above standards in the specification.

3.50.4.3 Quality Control Testing

Quality control testing is the responsibility of the Contractor throughout every stage of the Work from the crushing and production of aggregates to the final accepted product. Tests performed by the Consultant will not be considered to be quality control tests. The Contractor shall provide and pay for equipment and qualified personnel to perform all quality control testing necessary to determine and monitor the characteristics of the materials produced and incorporated into the work, and the final product produced.

Test methods, sampling and minimum frequency of testing are described in Section 3.50.4.2, Methods of Testing For Acceptance and Appeal Testing and Table 3.50.4.3, Quality Control Testing Requirements. The Consultant may require an increase in the frequency of any quality control test which has a specified minimum frequency. The Contractor shall arrange and pay for any additional tests required by the Consultant.

Results of all quality control tests shall be submitted to the Consultant as they become available.

The Contractor shall bear the cost of all consulting services retained by him.

The Contractor shall be totally responsible for production of aggregate and mixes that meet all the specified requirements.

Table 3.50.4.3
QUALITY CONTROL TESTING REQUIREMENTS

SERIES	TEST	STANDARD	MINIMUM FREQUENCY
A	AGGREGATE PRODUCTION		See Specification 3.2
	PLANT CALIBRATION	ATT-17	Once per project or as required
	SAMPLES		
	1. Asphalt Cement 2. Tack, Prime and Fog Materials	ATT-42 ATT-42	See Specification 5.7 See Specification 5.7
B	COLD FEED AGGREGATE		
	1. Sampling 2. Sieve Analysis	ATT-38 ATT-26	(1) (1)
C	SAMPLES		
	1. Mix	ATT-37	(1)
	PLANT INSPECTION	ATT-16	(1)
	MIX TESTING		
	1. Mix Asphalt Content	AASHTO T-164, T287 or ATT-12 or ATT-74	(1)
	2. Correction Factors	ATT-12, Part III or ATT-74, Part II	(1)
	3. Mix Moisture Content	ATT-15	(1)
	4. Field Formed Marshall Briquettes	ATT-13	(1)
	OTHER RELATED TESTS		
	1. Extraction or Ignition Aggregate Sieve Analysis	ATT-26	(1)
	2. Density Immersion Method, Saturated Surface Dry	ATT-7	(1)
	3. Void Calculations, Cores or Formed Specimens	ATT-36	(1)
	4. Temperatures	ATT-30	(1)
	5. Coring or Nuclear Density	ATT-5 or ATT-11	(1)
D	6. Percent Compaction, Asphalt Concrete Pavement	ATT-67 or ATT-11	(1)
	7. Random Test Site Locations	ATT-56	(1)
	8. Correction Factors, Nuclear Moisture-Density Measurement	ATT-48	(1)

Note: (1) Minimum Frequency not Specified.

3.50.4.4 Acceptance Sampling and Testing**3.50.4.4.1 General**

Within this specification, certain requirements, limits and tolerances are specified regarding the quality of materials and workmanship to be supplied. Compliance with these requirements where so specified, shall be determined by statistical testing as described in this section.

Acceptance testing is the responsibility of the Consultant.

For Acceptance Testing purposes, the Lot is deemed to be completed at the end of the day of placement, after which time the Consultant will commence acceptance testing.

Initial acceptance testing will be performed free of cost to the Contractor. The Contractor shall be responsible for the cost of all Quality Assurance testing performed on material that is used to replace or overlay material that has been previously rejected.

The Contractor shall be responsible for the cost of all Quality Assurance retesting performed following attempts to improve smoothness or to remove bumps or dips.

After all quality control tests for the Lot are reported to the Consultant, the Consultant will provide the Contractor with a copy of the results of acceptance tests within one working day of their availability.

If the Consultant determines that certain test results are faulty due to testing equipment malfunction, improper testing procedures or calculations, he will replace the faulty tests with new tests.

3.50.4.4.2 Acceptance Sampling and Testing Procedures**3.50.4.4.2.1 Pavement Sampling for Density, Asphalt Content and Gradation**

Pavement sampling will be done using stratified random sampling procedures. A minimum of 5 tests per Lot will be selected as follows:

- (i) The Lot will be divided into 5 or more segments of approximately equal quantity.
- (ii) In each segment a test site will be located by using random numbers to determine the longitudinal distance from the end of the segment and the lateral distance from the edge of the segment. In no case will a lateral distance be less than 0.5 m from the shoulder or 0.3 m from any other edge of a mat except when matching mats, in which case the test site may be within 0.3 m of the joint.

For lifts of 20 mm or less, samples for asphalt content and gradation testing may be obtained using the Sampling Mix Behind Paver method described in ATT-37. If sufficient numbers of mix samples cannot be obtained in this manner, stratified random core samples will be taken in order to perform the minimum five tests per Lot.

3.50.4.4.2.2 Pavement Sampling for Smoothness

The surface of the Sublots in the final lift of asphalt concrete pavement will be profiled by the Consultant in accordance with ATT-59 using a California Cox Model Profilograph. Other makes of Profilograph machines may be used if they have been individually approved by the Department. Profiles will be made

approximately at the traffic wheel paths.

3.50.4.4.2.3 Asphalt Mix Sampling

Sampling of the asphalt mixture for Marshall compaction comparison will be done by the Consultant using the procedures identified in ATT-37.

3.50.4.4.2.4 Exclusions to Random Sampling

Random sampling methods will not be applied when sampling mixes behind paver on lifts of 20 mm or less, nor to small areas such as tapers, approaches, areas of handwork, gores, and asphalt mix used for isolated levelling and repair of failed areas.

3.50.4.5 Retesting Following Attempts to Improve Smoothness

When the test results on a Sublot of ACP indicate a penalty or rejection because of smoothness, the Contractor, at his option, may make one attempt to improve the smoothness on the Sublot by additional work in which case the following shall apply:

- (i) the Contractor shall notify the Consultant in writing that he will make one attempt to improve smoothness.
- (ii) additional work on a Sublot to improve smoothness shall be completed within 10 calendar days from the time the Contractor receives written notification from the Consultant indicating the smoothness test results for that Sublot.
- (iii) additional work to improve smoothness will not be allowed on Sublots with:
 - a PRI of 10 or less for multilift applications,
 - a PRI of 15 or less for single lift applications and
 - a PRI of 22 or less for applications through areas of curb and gutter,except for removal of bumps and dips over 8 mm.

The Contractor shall not undertake any method of repair that is detrimental to the quality of the pavement. Any method of heating that has a detrimental effect on the pavement in the opinion of the Consultant, will not be allowed.

3.50.4.6 Aggregate Gradation Requirements

The following requirements apply to ACP material in all lifts except preliminary levelling.

Price adjustments for aggregate gradation variation will be based on the variation of the Lot Mean Gradation from the Job Mix Formula tolerance, for each sieve size, as shown in Tables 3.50 D and 3.50 E and the corresponding adjustment points as shown in Table 3.50 F.

For lifts greater than 20 mm in thickness, the Lot Mean Gradation will be determined using the sieve analysis of core samples. For lifts 20 mm or less, the Lot Mean Gradation will be determined using the sieve analysis of mix and/or core samples.

When the Lot Mean Gradation is outside the Job Mix Formula tolerance, the penalty assessment will be \$0.02 per tonne for each Mean Adjustment Point, up to the limits shown in Table 3.2.3.1 of Specification 3.2, Aggregate Production and Stockpiling. When the Lot Mean Gradation is outside the

limits of Table 3.2.3.1, the penalty assessment will be \$0.20 per tonne for each Mean Adjustment Point outside those limits, regardless of the Job Mix Formula tolerance. If the maximum deviation shown in Table 3.50 E is exceeded, the lot is rejected.

When the Lot Mean Gradation for all sieve sizes is within the Job Mix Formula tolerance and within the limits of Table 3.2.3.1 and individual test results for each sieve size are within the allowable range shown in Table 3.50 D, a bonus of \$0.10 per tonne will be applied.

3.50.4.7 Pavement Segregation Requirements

3.50.4.7.1 General

The finished surface of the top lift of ACP shall have a uniform texture and be free of segregated areas.

3.50.4.7.2 Classifying Pavement Segregation

A segregated area is defined as an area of the pavement where the texture differs visually from the texture of the surrounding pavement. For the purposes of classifying pavement segregation, only segregated areas greater than 0.1m² and centre-of-paver streaks greater than 1 metre in length will be considered. Moderate or severe segregated areas which do not meet these size parameters will be considered obvious defects. Pavement segregation will be classified as follows:

- Slight - The matrix, asphalt cement and fine aggregate is in place between the coarse aggregate. However, there is more stone in comparison to the surrounding acceptable mix.
- Moderate - Significantly more stone than the surrounding mix; moderately segregated areas usually exhibit a lack of surrounding matrix.
- Severe - Appears as an area of very stony mix, stone against stone, with very little or no matrix.
- Centre-of-Paver Streak - Appears as a continuous or semi-continuous longitudinal "streak" typically located in the middle of the paver "mat".

3.50.4.7.3 Inspections for Pavement Segregation

3.50.4.7.3.1 Inspections by the Contractor

The Contractor shall perform a daily inspection of the paving operations on all lifts of pavement to identify any instances of pavement segregation. If segregation is evident, the Contractor shall take immediate corrective action to his operations to prevent any further occurrence of segregation.

3.50.4.7.3.2 Inspections by the Consultant

(i) Inspections During Construction

The Consultant shall inspect the lower lifts of pavement to identify any instances of pavement segregation. If segregation is evident, the Consultant shall immediately notify the Contractor so that corrective action can be taken to prevent further occurrence of segregation.

The Consultant shall also inspect the top lift of pavement. Typically, each pavement Lot would be inspected, as soon as possible after the Lot is placed. During the inspection(s) of the top lift, the Consultant

will identify and record any areas of moderate and severe segregation and any areas of center-of-paver streak. Areas requiring repair in accordance with Section 3.50.4.7.4 shall be marked. The Consultant will provide the Contractor with a written assessment (location and severity) of the segregated areas as soon as possible following each inspection.

(ii) Inspection Following Construction

The Consultant shall conduct a second inspection of the top lift, normally 2 weeks after the completion of paving work. During this inspection, the Consultant will identify and record any areas of slight, moderate and severe segregation and any areas of centre-of-paver streak which were not identified in the inspections during construction. The Consultant will provide the Contractor with a written assessment (location and severity) of the segregated areas as soon as possible following this inspection.

3.50.4.7.4 Repairing Pavement Segregation

Pavement segregation identified during the inspection performed 2 weeks after the completion of paving operations will not require repair. However, this shall not relieve the Contractor from his responsibility to repair any obvious defects, deteriorated repairs or failures which become evident within the warranty period.

Pavement segregation identified in the inspections performed during construction shall be repaired by the Contractor at his expense and in accordance with the following:

Moderate and severe segregation in the top lift of pavement and on entrances and intersections shall require repair.

For entrances and the portion of intersections outside the through travel lanes and shoulders, areas of moderate and severe segregation shall be repaired in accordance with the methods of repair listed for moderate segregation. Intersections and entrances shall also be neatly shaped, smooth and free of surface defects and depressions.

Slight segregation on any lift of pavement will not require repair.

Moderate segregation on lower lifts will not require repair.

Severe segregation on lower lifts will only require repair in instances where, in the opinion of the Consultant, the segregated area will affect the long term structural integrity of the pavement structure. Such repair will not be required in instances where the Consultant determines that the paver screed is "dragging" due to distortion of the existing surface.

Only moderate and severely segregated centre-of-paver streak on the top lift of pavement will require repair.

The following methods of repair are pre-approved:

Moderate Segregation - The Contractor has the option of using a slurry patch or a hot mix patch.

Severe Segregation - The Contractor has the option of removal and replacement or overlay.

Any other methods of repair proposed by the Contractor will be subject to the approval of the Consultant with the exception that the application of asphalt (by distributor, hand spraying, squeegeeing, etc.) shall

not be permitted as a method of repair under any circumstances.

Repairs for segregation using an overlay shall be for the entire pavement width. Repairs for segregation using removal and replacement shall be for the full lane width, full lane width and shoulder or the shoulder only as applicable, depending on the extent of the segregated area. The full depth of the asphalt lift shall be removed and replaced with new ACP using an appropriate paver and cold milling equipment. All ACP material used for overlay and removal and replacement repairs shall have a tack coat applied prior to placement and will be subject to the requirements of Section 3.50.6.3 End Product Rejection.

The Consultant will mark out the area of repair. The "marked area" shall extend a minimum of 0.5 metres beyond the segregated area. For centre-of-paver streak, the "marked area" shall extend a minimum of 100 mm laterally and 0.5 metres longitudinally beyond the streak.

All repairs shall be regular in shape and finished using good workmanship practises to provide an appearance suitable to the Consultant. Traffic shall be kept off all repairs for a sufficient period of time to ensure that tracking does not occur.

All hot mix and other repairs for which compaction is normally required shall be properly compacted.

In the event repairs cover existing roadway lines or markings, the Contractor shall reinstate the lines and markings at his expense and to the satisfaction of the Consultant.

Repairing pavement segregation will not affect the assessment of segregation payment adjustments.

Repairs shall be completed during construction or shortly after construction, except when prevented by inclement weather or seasonal shutdown. In these cases, the Contractor shall complete the repairs prior to June 15 of the following year.

3.50.4.8 Appeal of Acceptance Test Results and Appeal Testing

3.50.4.8.1 Density, Asphalt Content and Gradation

Appeal testing will be done using ATT-68. The Contractor may appeal the results of acceptance testing of Density, Asphalt Content or Gradation for any rejected or penalized Lot only once. Appeals will only be considered if cause can be shown. Quality Control test results for density which are provided to the Consultant subsequent to the Contractor's receipt of the quality assurance test results for that Lot will not be considered when evaluating cause for an appeal. The appeal shall be for all tests within the Lot, and there will be no appeal allowed for single tests within a Lot.

Any attempt to improve density on the appealed Lot after the Consultant has tested the Lot for acceptance shall void the appeal and the original test results will apply.

The following procedures will apply for an appeal:

- (i) For Gradation and Asphalt Content appeals, the Contractor shall serve notice of appeal to the Consultant, in writing, within 48 hours of receipt of the test results.

For all other appeals notice shall be served to the Consultant, in writing, within 24 hours of receipt of the test results.

- (ii) The Consultant will arrange and pay for an independent testing laboratory certified to operate

in the Province of Alberta, to perform the appeal testing. The personnel employed or testing laboratory retained by the Contractor for quality control testing on the project will not be used for appeal testing.

- (iii) The Consultant will sample the pavement and provide the samples to the independent testing laboratory. The Contractor may observe the sampling process. The number and location of the new tests for each segment shall be in accordance with Section 3.50.4.4.2.
- (iv) For appeals other than gradation appeals, the single high and single low test results from the old Lot will be rejected and the remaining test results will be added to the results of the new tests. A new Lot Mean for the test results will be determined and used for acceptance and unit price adjustment.

For gradation appeals, all tests from the old Lot will be retained and averaged with the new appeal tests. A new Lot Mean and Range for all tests will be determined and used for acceptance and unit price adjustment.

The new values, thus determined, in all cases, will be binding on the Contractor and the Department.

3.50.4.8.2 Smoothness

The Contractor may appeal acceptance test results of smoothness of any rejected or penalized Sublot once. The appeal shall be in writing and submitted within 24 hours of receipt of the test results.

Any attempt to improve smoothness on the appealed Sublot after the Consultant has tested the Lot for acceptance shall void the appeal and the original test results will apply.

The appeal testing will be performed by the Consultant and the new results will be binding on the Contractor and the Department.

3.50.4.8.3 Segregation Rating

The Contractor may appeal the segregation rating in any portion of the Work or the entire project.

The following procedures will apply for an appeal:

- (i) The Contractor must serve written notice of the appeal to the Consultant within 7 days of receipt of a written segregation assessment. The written notice shall detail the lane-km (s) and nature of the appeal.
- (ii) The Department will determine a representative sample of the portion of the Work appealed, and will reassess this area. Generally, this reassessment will be completed within 1 week of the Consultant's receipt of the written notice of appeal.

Based on the reassessment of the representative sample, the Department will determine whether or not a reassessment of the entire appealed work is necessary.

3.50.4.8.4 Payment of Appeal Testing Costs for Asphalt Content, Smoothness or Gradation

If the new results show that a penalty no longer applies, then sampling and testing costs for the appeal procedures for that Lot will be the responsibility of the Department.

If the new results verify that any unit price reduction or rejection remains valid for that Lot, then the Contractor will be invoiced by the Department for the sampling and testing costs for the appeal procedures, at the following rates:

Asphalt Content: \$2,000.00 for the first appeal Lot
 \$1,000.00 for subsequent Lots if an asphalt correction factor is not required.

Gradation: \$1,000.00 per appeal

Profilograph: \$100.00 per hour (travel time, testing time and standby time)

3.50.4.8.5 Payment of Appeal Testing Costs for Density

If the new results indicate that the new Lot Mean for Density is no longer in a penalty situation and that the Lot Mean has increased by more than 0.8%, then the costs of sampling and testing for the appeal procedures shall be the responsibility of the Department.

If the new results indicate that the Lot Mean for Density is either in a penalty situation or has not increased by more than 0.8%, then the Contractor shall be invoiced by the Department for the sampling and testing costs for the appeal procedures at a rate of \$500.00 per Lot appealed.

3.50.4.8.6 Payment of Appeal Testing Costs for Segregation Rating

If a reassessment of the appealed Work results in a change in the original rating, the revised rating will apply. If the overall payment adjustment for the appealed work is reduced by an amount of \$1,000 or greater, the cost of the reassessment will be borne by the Department.

If there is no change to the overall payment adjustment or if the overall payment is decreased by an amount less than \$1,000 or if the overall payment adjustment is increased, the Contractor will be charged an amount of \$3,500.00 for the appeal.

3.50.5 CONSTRUCTION**3.50.5.1 Equipment****3.50.5.1.1 General**

Equipment shall be designed and operated to produce an end product complying with the requirements of this specification.

3.50.5.1.2 Mixing Plant

Mixing plants shall be operated in accordance with the manufacturer's recommendations and shall be calibrated prior to commencing production of the specified mix. The Contractor shall provide the Consultant with a certificate of calibration which certifies that the plant has been calibrated to produce a uniform mixture in accordance with the Job Mix Formula.

When asphalt concrete pavement contains Reclaimed Asphalt Pavement, the mixing plant shall be capable of thoroughly separating and heating the RAP particles and blending the RAP with virgin aggregate and any required asphalt cement, to create a homogeneous mix at the plant discharge. The plant shall also contain specialized mixing equipment that will prevent the RAP from coming into direct contact with the flame, thus minimizing "blue smoke" and oxidation of the asphalt in the RAP.

3.50.5.1.3 Mix Production

Aggregate and asphalt shall be combined to produce a uniform mixture of specified gradation at an asphalt content in accordance with the approved Job Mix Formula and in which all particles of aggregate are uniformly coated.

Unless otherwise specified, the maximum mixing temperature for all grades of asphalt shall be 155° C.

Plant emissions shall not exceed the limits set by Alberta Environment.

3.50.5.2 **Preparation of Existing Surface**

3.50.5.2.1 General

Failed areas in existing surfaces shall be repaired in accordance with Specification 3.1 Subgrade Preparation, or as directed by the Consultant. Areas requiring repair will be identified by the Consultant in consultation with the Contractor.

Before the asphalt mix is placed, dirt and other objectionable material shall be removed from the surface to be paved, by brooming or other methods and a tack coat or prime coat shall be applied in accordance with Specification 3.19, Prime, Tack and Fog Coats.

Existing fillets and ramps at approaches to railway crossings and bridge structures, or adjacent to paved surfaces or other structures, shall be removed to the depths shown on the plans or as directed by the Consultant. The removed material shall be disposed of and the exposed surfaces shall be prepared as directed by the Consultant.

Contact edges of existing mats and contact faces of curbs, gutters, manholes, sidewalks and bridge structures shall be coated with a thin film of liquid asphalt material before placing the asphalt mix.

3.50.5.2.2 Preliminary Levelling

Areas that require preliminary levelling will be identified by the Consultant. Generally, areas that show depressions, rutting or other deformations to a depth of 15 mm or greater will be designated by the Consultant for preliminary levelling and all the following shall apply for acceptance:

- (i) material for preliminary levelling shall be the same designation and class as specified for the subsequent lift of asphalt concrete pavement;
- (ii) asphalt mix for preliminary levelling shall be spread by means of a motor grader or other methods approved by the Consultant;
- (iii) only pneumatic tired rollers will be allowed for compaction, and a minimum density of 91.0% of the Marshall density, as determined by the Consultant, is required;

- (iv) preliminary levelling is intended to be a separate operation and shall not be done as part of the construction of the subsequent lift of asphalt concrete pavement.

3.50.5.2.3 Transverse Pavement Joints

Transverse joints between existing pavement and ACP placed under this Contract shall be of a vertical butt type, well bonded, sealed and finished to provide a continuous, smooth profile across the joint. This shall include tie-ins to all paved road allowances and approaches to bridges and railway crossings. Tie-ins to streets, parking lots and other urban approaches shall be as specified in the special provisions. To accomplish this, the existing pavement shall be cold-milled to expose a vertical surface, of a depth equal to the thickness of the final lift, against which new ACP may be placed. In longitudinal section the minimum slope of the milled area shall be 200 horizontal to 1 vertical, all in general conformance with Drawing CB6-3.50 M16. In plan, the Contractor shall have the option of cutting the joint in any of the three ways following:

- (i) The joint shall be cut at 45° to the centreline of the roadway across the full width of each mat; or
- (ii) The joint shall be cut at 45° to the roadway centreline across the travel lanes and contiguously at 90° to the roadway centreline elsewhere; or
- (iii) For bridges and railway crossings the joint shall be cut parallel to the crossing.

When the existing pavement has been removed in advance of paving the joint area, the Contractor shall construct a smooth taper at the joint area to a slope of at least 50 horizontal to 1 vertical. The taper may be placed on tar paper and shall be removed when paving is resumed as directed by the Consultant. The transverse joint shall be straight and have a vertical face when the taper is removed.

3.50.5.3 **Transporting the Asphalt Mix**

The mix shall be transported in accordance with Specification 4.5, Hauling. Trucks used for transportation of the mix shall be compatible with the size and capacity of the spreading equipment.

Truck boxes shall be clean, free from accumulations of asphalt mix and foreign material. Excess truck box lubricants such as light oil, detergent or lime solutions shall not be allowed to contaminate the mix, and shall be disposed of in an environmentally acceptable manner.

During transport, the mix shall be completely covered to protect it from precipitation and excessive heat loss by securely fastened waterproofed tarpaulins, unless otherwise approved by the Consultant.

3.50.5.4 **Placing the Mix**

Asphalt mix shall be placed only on dry surfaces.

Unless otherwise shown on the plans, the asphalt mix shall be placed in the following lift thicknesses:

- (i) in a single lift when the design compacted total thickness is 70 mm or less.
- (ii) in two or more lifts when the design compacted total thickness is greater than 70 mm. The lift thickness selection shall be determined by the Contractor except that:

- (a) the maximum thickness of any lift shall be 100 mm.
- (b) the minimum thickness of a top lift shall be 50 mm.
- (c) When a total ACP thickness of 80 mm is specified, the thickness of the first lift shall be 30 mm and the final lift shall be 50 mm.
- (d) When a total ACP thickness of 90 mm or more is specified, the minimum thickness of all lifts except the top lift shall be 40 mm or greater.

Lift thickness will normally be designed and expressed in increments of 10 mm.

Longitudinal joints will not be permitted between the edges of driving lanes in the final lift of ACP. Longitudinal joints shall be offset a minimum of 150 mm from one lift to the next.

Longitudinal and transverse joints shall be vertical butt type, well bonded and sealed, and finished to provide a continuous, smooth profile across the joints. Surplus material at longitudinal joints shall be disposed of in a manner acceptable to the Consultant. Broadcasting surplus material across the mat will not be permitted.

If required by the Consultant the contact edge of any mat placed by the Contractor shall be coated with a thin film of liquid asphalt before placing the adjacent mat.

When paving is discontinued in any lane, the mat shall be tapered to a slope of 10 horizontal to 1 vertical. The taper may be placed on tar paper and shall be removed when paving is resumed. The transverse joint shall be straight and have a vertical face when the taper is removed.

Transverse construction joints from one lift to the next shall be separated by at least 2 metres.

Where the construction of a top lift of pavement next to a concrete curb section or curb and gutter section will be delayed, the Contractor shall construct a temporary asphalt concrete fillet next to the concrete section in accordance with the plans or as directed by the Consultant. These fillets shall be removed when paving is resumed.

Placement of ACP adjacent to guardrail shall conform with Dwg. No. TEB 3.56.

3.50.5.5 Road Intersections and Entrances

Road intersections and entrances shall be paved in accordance with the plans or as herein described in these specifications.

On all road intersections, median cross overs and residential farm entrances, the asphalt mix shall be spread by means of a paver. No grader laying will be permitted except for bottom lift or preliminary levelling.

On all other entrances, the asphalt mix shall be spread by means determined by the Contractor and in a manner acceptable to the Consultant.

3.50.5.6 Compacting the Mix

All asphalt mix, including those areas of the mat which are excluded from testing as noted in Section 3.50.4.4.2, shall be thoroughly compacted, and after final rolling the finished surface of the mat shall be

free from segregation, waves, hairline cracks, and other obvious defects.

After final rolling is complete, the Contractor shall ensure that the finished mat has cooled for a minimum period of 2 hours before opening the section to traffic.

3.50.5.7 Asphalt Mix For Others

The Contractor shall make available, on request, additional asphalt mix for the use of the Department. The estimated quantity of additional mix is shown in the unit price schedule as "Asphalt Mix For Others." This additional mix will be picked up at the mixing plant by other forces at times that are mutually agreeable to the Contractor and the Consultant.

3.50.5.8 Interim Lane Markings

The Contractor shall provide interim lane markings on all newly constructed ACP surfaces, or on tacked surfaces that are to be exposed to traffic overnight. The Contractor has the option of using paint and glass beads or reflectorized markers. (Davidson Temporary Pavement Markers or equivalent)

All paint spots shall be 100 mm wide and 300 mm long, shall be applied lengthwise to the road surface, shall be spaced 15 m apart on centre in tangent sections and 7.5 m apart on curves, shall employ the same paint colour as the permanent marking to come and shall be completely covered with glass beads at the time of painting.

When reflectorized markers are used, they shall be placed at 25 m intervals on tangent sections and at 15 m intervals on curves and shall be removed immediately prior to being overlaid. Markers used on the upper lift must remain in place until the permanent markings are applied.

3.50.5.9 Grooved Rumble Strips

When specified in the special provisions, the Contractor shall construct grooved rumble strips as shown on drawing CB6-3.50M15.

No grooving will be done across intersections or accesses nor at any other locations specified by the Consultant.

The grooving shall be applied only to the top lift of the pavement and may be formed by any means which the Contractor may propose and which are acceptable to the Consultant. The Contractor shall remove and repair any grooving placed beyond the limits outlined, at his own expense.

3.50.6 END PRODUCT ACCEPTANCE OR REJECTION

3.50.6.1 General

The Contractor shall provide an end product conforming in quality and accuracy of detail to the dimensional and tolerance requirements of the specifications and drawings. Where no tolerances are specified, the standard of workmanship shall be in accordance with normally accepted good practice.

3.50.6.2 **End Product Acceptance**3.50.6.2.1 Acceptance at Full or Increased Payment

Acceptance of any Lot at full or increased payment will occur if it contains no obvious defects and if:

- (i) for lifts 35 mm or greater, the Lot Mean for density of the compacted mix in the Lot meets or exceeds 97.0% of the Lot Mean Marshall density as established from samples of the mix being produced.
- (ii) for lifts less than 35 mm and greater than 20 mm, full payment will occur if the Lot Mean for density of the compacted mix in the Lot meets or exceeds 94.0% and increased payment will occur if the Lot Mean for density in the Lot exceeds 97.0%.
- (iii) for 20 mm lifts, full payment will occur if the Lot Mean for density of the compacted mix in the Lot meets or exceeds 93.0 % and increased payment will occur if the Lot Mean for density in the Lot exceeds 97.0%.
- (iv) the Lot Mean for Actual Asphalt Content of the mix, is within 0.3 of the Approved Asphalt Content.
- (v) for smoothness, full payment will occur if the Profile Index of all Sublots in the Lot in the top lift of pavement:
 - (a) does not exceed 10 mm for multi-lift applications,
 - (b) does not exceed 15 mm for single lift applications and
 - (c) does not exceed 22 mm for applications through areas of curb and gutter,over 0.1 km for any 0.1 km section.

Increased payment will occur for any of the above lift applications if the Profile Index of all Sublots in the Lot in the top lift of pavement is 0.

- (vi) individual bumps and dips in the top lift of pavement do not exceed 8 mm.
- (vii) for gradation, full payment will occur if there are no Lot Mean Adjustments for gradation and increased payment will occur if there are no Lot Mean Adjustments and the Maximum Range as shown in Table 3.50 D is not exceeded for any sieve size in the Lot.

3.50.6.2.2 Acceptance at Reduced or Adjusted Payment

Acceptance of any Lot at reduced payment will occur if it contains no obvious defects and if;

- (i) the test results are such that the Lot or Sublot meets with the requirements for acceptance at a reduced payment.
- (ii) the Lot or Sublot is approved in respect of all other requirements.
- (iii) the Contractor has not notified the Consultant in writing that he will exercise his option to

repair or remove and replace the Work at his own cost with work meeting the requirements for acceptance at full or increased payment.

- (iv) individual bumps and dips measuring 12 mm or greater have been repaired.
- (v) individual bumps and dips exceeding 8 mm and less than 12 mm which have been designated by the Consultant as unacceptable, have been repaired.

Both bonus and penalty adjustments may be made for any Lot in accordance with Section 3.50.7, Measurement and Payment.

3.50.6.3 End Product Rejection

If the Lot Mean for Density, Actual Asphalt Content or Gradation are outside the applicable acceptance limits, then the Lot is rejected automatically, regardless of the values of the other control characteristics.

If the smoothness of the top lift of any Sublot is outside the acceptance limit, then the Sublot is rejected automatically, regardless of the values of the other control characteristics.

The finished surface of any lift shall have a uniform close texture and be free of visible signs of poor workmanship. Any obvious defects as determined by the Consultant such as, but not limited to the following, will be cause for automatic rejection of asphalt concrete pavement regardless of the values of any other control characteristic.

- (i) individual bumps and dips 12 mm or greater. The Consultant may reject asphalt concrete pavement with individual bumps and dips exceeding 8 mm and less than 12 mm.
- (ii) segregated areas not already covered in Section 3.50.4.7, Pavement Segregation Requirements.
- (iii) areas of excess or insufficient asphalt.
- (iv) improper matching of longitudinal and transverse joints.
- (v) roller marks.
- (vi) tire marks.
- (vii) cracking or tearing.
- (viii) sampling locations not properly reinstated.
- (ix) improperly constructed patches.

When ACP is rejected by reason of obvious defects, the minimum area of rejection will be Sublot size as defined in Section 3.50.1.2 of this specification.

Rejected work shall be promptly repaired, remedied, overlaid, or removed and replaced all in a manner acceptable to the Consultant. The Contractor shall be responsible for all costs including materials.

No payment will be made for work in any Lot or Sublot which has been rejected, until the defects have been remedied.

If an overlay is used as a corrective measure on a defective Lot or Sublot, the overlay thickness will be subject to the approval of the Consultant. Where an overlay is used as a corrective measure in any lane, adjacent lanes shall also be overlaid to the same thickness and length, regardless of whether the adjacent lanes were acceptable or not. The overlay will be subject to the same specifications as the original pavement, except that the minimum thickness of an overlay shall be 40 mm.

3.50.7 MEASUREMENT AND PAYMENT

The unit prices for the following items of work shall be full compensation for all labour, material, tools, equipment and incidentals necessary to complete the work in accordance with these specifications.

3.50.7.1 **Asphalt Concrete Pavement - EPS**

Accepted asphalt concrete pavement will be measured in tonnes and will be paid for at the unit price bid per tonne for "Asphalt Concrete Pavement - EPS" subject to the unit price adjustments and assessments hereinafter specified. This payment will be full compensation for supplying, applying and maintaining tack coat; supplying the asphalt binder; processing, hauling and placing the mix; interim lane marking and quality control.

3.50.7.1.1 Pay For Acceptable Work

The following end product properties of "Asphalt Concrete Pavement - EPS" will be measured for acceptance in accordance with Section 3.50.4.4, Acceptance Sampling and Testing.

- (i) Density
- (ii) Actual Asphalt Content
- (iii) Smoothness
- (iv) Aggregate Gradation

For the Density, Actual Asphalt Content and Gradation of a Lot to be acceptable, the Lot Means must be within the acceptance limits shown in Tables 3.50 A, 3.50 B and 3.50 E respectively.

For each Lot, the unit price adjustments for Density and Actual Asphalt Content will be the amounts shown in Tables 3.50 A and 3.50 B for the Sample Mean of the test results for that Lot.

For each Lot, the unit price adjustment for Gradation will be as defined in Section 3.50.4.6, Aggregate Gradation Adjustments.

The Unit Price applicable to each Lot quantity of "Asphalt Concrete Pavement - EPS" will be calculated as follows:

$$\boxed{\begin{array}{c} \text{Lot Unit} \\ \text{Price} \\ \text{Per Tonne} \end{array}} = \boxed{\begin{array}{c} \text{Contract Unit} \\ \text{Price Bid Per} \\ \text{Tonne} \end{array}} + \boxed{\begin{array}{c} \text{the sum of the} \\ \text{unit price} \\ \text{adjustment for} \\ \text{PAd and PAa and} \\ \text{PAg} \end{array}}$$

where:

PAd = Unit Price Adjustment for Density
(bonus or penalty)

PAa = Unit Price Adjustment for Asphalt Content (penalty only)

P_{Ag} = Unit Price Adjustment for Gradation (bonus or penalty)

If the Lot Mean for Density, Actual Asphalt Content or Gradation for any Lot is outside the acceptance limit, the Lot is rejected, and no payment will be made for the quantity of asphalt concrete pavement in that Lot, until the defect has been remedied.

For the Smoothness of any Sublot in the top lift of ACP to be acceptable, the PrI must be within the limits shown in Table 3.50 C. For each Sublot in the top lift of ACP, the penalty assessment for Smoothness will be the amounts shown in Table 3.50 C for the PrI of that Sublot. All of these penalty assessments so determined will be deducted from the payment made for Asphalt Concrete Pavement-EPS.

Every Sublot in the top lift of ACP that is outside the acceptance limit for smoothness will be rejected and payment will not be made for the quantity of asphalt concrete pavement in these Sublots until they have been made acceptable. Payment for the remainder of the Lot will be made in accordance with the above formula using P_{AD}, P_{Aa} and P_{Ag} as determined for the Lot from which will be subtracted any penalty assessment for smoothness.

No payment will be made for any material, equipment or manpower used to improve acceptable work that is or was subject to unit price adjustment or penalty assessment.

3.50.7.1.2 Segregation Payment Adjustments

Payment adjustments for pavement segregation shall apply to the top lift of ACP only and in accordance with the following:

Segregated areas, centre-of-paver streak and any repaired segregated areas identified by the Consultant either during construction or during the inspection conducted 2 weeks after the completion of paving work, will be used to determine payment adjustments. Payment adjustments will not apply to segregated areas 0.1 m² or less or on centre-of-paver streaks 1 metre or less in length.

Segregated areas (excluding centre-of-paver streaks) separated by less than 3 metres shall be considered a single area for the determination of payment adjustments. For centre-of-paver streaks, each area will be measured separately for payment adjustments.

Payment adjustments for segregation will not apply to entrances or the portion of an intersection outside the through travel lanes and shoulders.

If a segregated area is identified by the Contractor and repaired prior to inspection by the Consultant it will be classified as "moderate" for the purpose of determining payment adjustments.

The total payment adjustment for segregation is determined as follows:

Each lane.km of the completed pavement is inspected separately by the Consultant. A "lane" includes the adjoining shoulder. Measurement of lane.kms will be made in 1 kilometre (or partial kilometre) long segments, 1 lane wide as shown on the contract plan. Acceleration and deceleration lanes and interchange ramps are considered separate lanes.

For each lane.km, the Consultant will determine the following:

- (i) the total number of slight segregated areas and

- (ii) the total number of moderate and severe segregated areas and
- (iii) the total length of centre-of-paver streak (determined by adding each instance of streak that is in excess of 1 metre in length)

These values will be used for the “segregation frequencies” and “length of centre-of-paver streak” in Tables A, B & C as applicable, with the exception that for partial lane-kms, the segregation frequency for slight segregation will be calculated by dividing the actual number of slight segregated areas by length of the segment assessed (expressed in kilometres) and rounding to the nearest whole number.

Table A Payment Adjustment for Slight Segregation

Segregation Frequency of Slight Areas (per lane-km)	Payment Adjustment \$ per lane-km
0	Note 3
1 or 2	Note 4
Greater than 2	- (number of areas - 2) x \$100

Table B Payment Adjustment for Moderate and Severe Segregation

Segregation Frequency of Moderate and Severe Areas (per lane-km)	Payment Adjustment \$ per lane-km
0	Note 3
Greater than 0	- (number of areas) x \$500

Table C Payment Adjustment for Centre-of-Paver Streak

Length of Centre-of-Paver Streak (per lane-km)	Payment Adjustment \$ per lane-km
1 metre or less	Note 3
Greater than 1 metre	- \$1.50 per linear metre

Notes:

- Total payment adjustment per lane-km for segregation will be the sum of Tables A, B and C.
- For partial lane kilometres, the payment adjustments for Table A will be prorated based upon the actual length of segment assessed.
- Lane kilometres with no areas of segregation of any type or severity, or any centre-of-paver streaks will be assigned a bonus payment of \$1000 per lane.km.

(For partial lane.kms the bonus will be prorated based upon the actual length of the segment assessed.)

4. Lane kilometres with 1 or 2 areas of slight segregation, no moderate or severely segregated areas and no centre-of-paver streak will be assigned a bonus payment of \$500 per lane.km.

(For partial lane.kms the bonus will be prorated based upon the actual length of the segment assessed.)

5. The maximum penalty adjustment for segregation shall be limited to \$2,000 per lane-km. For partial lane-kms, this adjustment will be prorated based upon the actual length of segment assessed.

3.50.7.1.3 Payment For Work That Had Been Rejected, But Was Made Acceptable

When defects have been remedied in Lots or Sublots which had been rejected, payment for the original quantity of material in those Lots or Sublots will be made subject to unit price adjustments and penalty assessments determined as follows:

- (i) Penalty or bonus assessments will be made for smoothness as follows:

Penalty or bonus assessments for PrI will be the amounts shown in the applicable section of Table 3.50 C and will be based on Profilograph tests following the Contractor's corrective efforts for any bumps and dips.

Penalty assessments for bumps and dips will be \$300.00 for each individual bump or dip over 8 mm and will be based on initial Profilograph testing conducted by the Consultant. Repairs carried out by the Contractor will not affect the penalty assessment for bumps and dips.

- (ii) The unit price adjustment for Asphalt Content, Density and Gradation will be based on testing of the replacement or overlay material where applicable. Where replacement or overlay material does not cover the entire Lot or Sublot, prior tests on the uncovered area will be averaged with new tests on the corrective work.

The unit price adjustment determined through retesting of the corrective work will be applied to that quantity of material in the Lot or Sublot which was originally rejected, to determine payment.

No payment will be made for any material used to replace, repair or overlay rejected work and all corrective work shall be performed entirely at the Contractor's expense.

3.50.7.2 **Repair of Failed Areas in Existing Surfaces**

Repair of failed areas in existing surfaces as identified under Section 3.50.5.2 will be paid for at the Contract unit prices bid for the work. Unit price adjustment will not apply to material used to repair failed areas in existing surfaces.

3.50.7.3 **Removal and Disposal of Fillet and Ramp Material**

The removal and disposal of fillet and/or ramp material will be considered incidental to the Work and will not be paid for separately.

3.50.7.4 Transverse Pavement Joints

Constructing transverse pavement joints including any required cold-milling will be considered incidental to the Work and will not be paid for separately.

3.50.7.5 Preliminary Levelling

Accepted material used for preliminary levelling will be measured and paid for at the unit price bid for Asphalt Concrete Pavement - EPS where applicable. Unit Price Adjustments will not apply to material used for levelling. No payment will be made for unacceptable material.

3.50.7.6 Asphalt Mix For Others

Accepted additional asphalt concrete mixture will be measured in tonnes and paid for at the unit price bid for "Asphalt Mix For Others".

Unit price adjustment will not apply to additional asphalt concrete received at the plant by other forces.

3.50.7.7 Grooved Rumble Strips

Measurement of shoulder grooving will be made parallel to the road centreline, to the nearest 0.001 km of through highway chainage for each side of the road where accepted grooving is performed.

Payment for shoulder grooving will be made at the unit price bid per kilometre for "Grooved Rumble Strips". This payment will be full compensation for all labour, equipment, tools, materials and incidentals necessary to complete the Work.

TABLE 3.50 A UNIT PRICE ADJUSTMENT FOR DENSITY			
% of Marshall Density	UNIT PRICE ADJUSTMENT - DOLLARS PER TONNE		
Lot Mean	DESIGN LIFT THICKNESS		
	35 MM OR GREATER	LESS THAN 35 MM AND GREATER THAN 20 MM	20 MM
≥ 98.0	+ 0.50	+ 0.50	+ 0.50
97.9	+ 0.45	+ 0.45	+ 0.45
97.8	+ 0.40	+ 0.40	+ 0.40
97.7	+ 0.35	+ 0.35	+ 0.35
97.6	+ 0.30	+ 0.30	+ 0.30
97.5	+ 0.25	+ 0.25	+ 0.25
97.4	+ 0.20	+ 0.20	+ 0.20
97.3	+ 0.15	+ 0.15	+ 0.15
97.2	+ 0.10	+ 0.10	+ 0.10
97.1	+ 0.05	+ 0.05	+ 0.05
97.0	0.00	0.00	0.00
96.9	- 0.10	0.00	0.00
96.8	- 0.20	0.00	0.00
96.7	- 0.30	0.00	0.00
96.6	- 0.40	0.00	0.00
96.5	- 0.50	0.00	0.00
96.4	- 0.60	0.00	0.00
96.3	- 0.70	0.00	0.00
96.2	- 0.80	0.00	0.00
96.1	- 0.90	0.00	0.00
96.0	- 1.00	0.00	0.00
95.9	- 1.10	0.00	0.00
95.8	- 1.20	0.00	0.00
95.7	- 1.30	0.00	0.00
95.6	- 1.40	0.00	0.00
95.5	- 1.50	0.00	0.00
95.4	- 1.60	0.00	0.00
95.3	- 1.70	0.00	0.00
95.2	- 1.80	0.00	0.00
95.1	- 1.90	0.00	0.00
95.0	- 2.00	0.00	0.00
94.9	- 2.20	0.00	0.00
94.8	- 2.40	0.00	0.00
94.7	- 2.60	0.00	0.00
94.6	- 2.80	0.00	0.00
94.5	- 3.00	0.00	0.00
94.4	- 3.20	0.00	0.00
94.3	- 3.40	0.00	0.00
94.2	- 3.60	0.00	0.00
94.1	- 3.80	0.00	0.00
94.0	- 4.00	0.00	0.00
93.9		- 0.10	0.00
93.8		- 0.20	0.00
93.7		- 0.30	0.00
93.6		- 0.40	0.00
93.5		- 0.50	0.00
93.4		- 0.60	0.00
93.3		- 0.70	0.00
93.2		- 0.80	0.00
93.1		- 0.90	0.00

TABLE 3.50 A UNIT PRICE ADJUSTMENT FOR DENSITY			
% of Marshall Density	UNIT PRICE ADJUSTMENT - DOLLARS PER TONNE		
Lot Mean	DESIGN LIFT THICKNESS		
	35 MM OR GREATER	LESS THAN 35 MM AND GREATER THAN 20 MM	20 MM
93.0		- 1.00	0.00
92.9		- 1.10	-0.10
92.8		- 1.20	-0.20
92.7		- 1.30	-0.30
92.6		- 1.40	-0.40
92.5		- 1.50	-0.50
92.4		- 1.60	-0.60
92.3		- 1.70	-0.70
92.2		- 1.80	-0.80
92.1		- 1.90	-0.90
92.0		- 2.00	-1.00
91.9		- 2.20	-1.10
91.8		- 2.40	-1.20
91.7		- 2.60	-1.30
91.6		- 2.80	-1.40
91.5		- 3.00	-1.50
91.4		- 3.20	-1.60
91.3		- 3.40	-1.70
91.2		- 3.60	-1.80
91.1		- 3.80	-1.90
91.0		- 4.00	-2.00
90.9			-2.20
90.8			-2.40
90.7			-2.60
90.6			-2.80
90.5			-3.00
90.4			-3.20
90.3			-3.40
90.2			-3.60
90.1			-3.80
90.0			-4.00
For lower lifts greater than 35 mm design lift thickness, when the Lot Mean for Density is less than 94.0% and greater than 91.0%, payment will be at 50% of the unit bid price.			
For 20 mm designated lifts, when the Lot Mean for Density is less than 90.0% and greater than 88.0%, payment will be at 50% of the unit bid price. 20 mm designated lifts below 88% average density shall be removed and replaced.			
For top lifts where the Lot Mean for Density is from 93.9% to 92.0%, the Contractor shall either overlay or remove and replace the previously placed mix.			
Except for 20 mm lifts, the Contractor shall remove and replace the mix when the Lot Mean for Density is less than 92.0% for top lifts and when the Lot Mean for Density is less than 91.0% on lower lifts.			

TABLE 3.50 B
UNIT PRICE ADJUSTMENT FOR ASPHALT CONTENT

Deviation of the Actual Asphalt Content from the Approved Asphalt Content	Unit Price Adjustment for Asphalt Content PAa \$ per tonne			
	Top Lift		Lower Lift	
	Below	Above	Below	Above
From 0 to 0.30	0.00	0.00	0.00	0.00
From 0.31 to 0.35	-1.10	-0.90	-1.10	-0.90
From 0.36 to 0.40	-2.20	-1.80	-2.20	-1.80
From 0.41 to 0.45	-3.30	-2.70	-3.30	-2.70
From 0.46 to 0.50	-4.40	-3.60	-4.40	-3.60
From 0.51 to 0.55			-5.50	-4.50
From 0.56 to 0.60			-6.60	-5.40
From 0.61 to 0.65			-7.70	-6.30
<p>For top lift deviations of more than 0.50% the Contractor shall either overlay or remove and replace the previously placed mix.</p> <p>For lower lift deviations of more than 0.65%, the Department will determine whether removal and replacement is necessary. For material that is allowed to stay in place, payment will be at 50% of the unit price bid.</p>				

TABLE 3.50 C
LUMP SUM SUBLOT ASSESSMENT FOR SMOOTHNESS

PrI for Tangents and Curves	Assessment for Smoothness of Top Lift \$ per Sublot Lump Sum		
	Multilift	Single Lift	Curb and Gutter
0	25.00	25.00	25.00
>0 and 10 or less	0.00	0.00	0.00
11	-40.00	0.00	0.00
12	-65.00	0.00	0.00
13	-90.00	0.00	0.00
14	-115.00	0.00	0.00
15	-140.00	0.00	0.00
16	-165.00	-40.00	0.00
17	-190.00	-80.00	0.00
18	-215.00	-120.00	0.00
19	-240.00	-160.00	0.00
20	-265.00	-200.00	0.00
21	-290.00	-240.00	0.00
22	-315.00	-280.00	0.00
23	-340.00	-320.00	-40.00
24	REJECT	REJECT	-80.00
25	"	"	-120.00
26	"	"	-160.00
27	"	"	-200.00
28	"	"	-240.00
29	"	"	-280.00
30	"	"	-320.00
Greater than 30	"	"	REJECT

PrI assessment for smoothness will not be applied to interchange ramps with radii of less than 190 metres. Penalty assessments for bumps and dips will be applied to all top lifts of pavements.

Single lift criteria shall also apply to cold mill and inlay and Hot In-Place Recycling.

TABLE 3.50 D**GRADATION TOLERANCES FOR THE LOT MEAN FROM THE JOB MIX FORMULA AND
MAXIMUM RANGE BETWEEN INDIVIDUAL TEST RESULTS IN A LOT**

CHARACTERISTICS	SIEVE SIZE μm					
	⁽¹⁾ 12500 10000 5000	1250	630	315	160	80
Tolerances for the Lot Mean from the Job Mix Formula	+/-5	+/-3	+/-2	+/-2	+/-1.5	+/-1.5
Maximum Range Between Individual Test Results in a Lot	10	6	5	4	3	3

⁽¹⁾ Note: Include all sieves up to one size smaller than topsize.

TABLE 3.50 E**MAXIMUM DEVIATION FOR THE LOT MEAN FROM THE GRADATION LIMITS
SPECIFIED IN TABLE 3.2.3.1 OF SPECIFICATION 3.2, AGGREGATE PRODUCTION AND
STOCKPILING**

CHARACTERISTIC	SIEVE SIZE μm		
	⁽¹⁾ 12500 10000	5000 1250 630 315	160 80
Maximum Deviation for the Lot Mean from Specification 3.2 Gradation Limits	2	1	0.5

⁽¹⁾ Note: Include all sieves up to one size smaller than topsize.

TABLE 3.50 F

ADJUSTMENT POINTS FOR DEVIATIONS IN GRADATION
BEYOND THE REQUIREMENTS IN TABLE 3.50 D

SIEVE SIZE μm	MEAN
⁽¹⁾ 12500, 10000, 5000	5 for each 1% Deviation
1250	1 for each 1% Deviation
630	2 for each 1% Deviation
315	2 for each 1% Deviation
160	0.2 for each 0.1% Deviation
80 Deviation \leq 1.0% 80 Deviation $>$ 1.0%	1.0 for each 0.1% Deviation 2.0 for each additional 0.1% Deviation

⁽¹⁾ Note: Include all sieve sizes up to one size smaller than top size.

Lot Mean Adjustment points will be calculated for each Lot. A Lot Gradation Price Adjustment per tonne will be applied based on the following formula, if the Lot Mean does not exceed the requirements in Table 3.50 E.

$$PA_g = (A \times -\$0.02) + (B \times -\$0.20) + \text{Bonus}$$

Where:

- PA_g** = Unit Price Adjustment for Gradation (bonus or penalty)
- A** = Mean Adjustment Points assessed within the gradation limits specified in Specification 3.2
- B** = Mean Adjustment Points assessed outside the gradation limits specified in Specification 3.2.
- Bonus** = +\$0.10 when there are no Mean Adjustment Points and the maximum range as shown in Table 3.50 D, is not exceeded for any sieve size in the Lot.