

260.5 .2 Payment Adjustment For Density

- .1 The Unit Price adjustment for density shall be as shown in Table 260-13.
- .2 For asphalt concrete placed as padding, on Shoulders where a single lift of asphalt concrete surface mix is specified and on Bridge decks, the Unit Price adjustment as shown in Table 260-13 shall not apply.
- .3 If repairs are carried out by removal and replacement or overlay of the asphalt concrete, the Unit Price adjustment will be based on quality assurance carried out on the repaired Lot.

**Table 260-13
Unit Price Adjustment For Density**

% of Theoretical Maximum Relative Density	Unit Price Adjustment	% of Theoretical Maximum Relative Density	Unit Price Adjustment
Lot Average	\$ per Tonne	Lot Average	\$ per Tonne
93.0	+0.50	90.9	-2.40
92.9	+0.40	90.8	-2.80
92.8	+0.30	90.7	-3.20
92.7	+0.20	90.6	-3.60
92.6	+0.10	90.5	-4.00
92.5	0.00	90.4	-4.40
92.4	-0.10	90.3	-4.80
92.3	-0.20	90.2	-5.20
92.2	-0.30	90.1	-5.60
92.1	-0.40	90.0	-6.00
92.0	-0.50	89.9	-7.00
91.9	-0.60	89.8	-8.00
91.8	-0.70	89.7	-9.00
91.7	-0.80	89.6	-10.00
91.6	-0.90	89.5	-11.00
91.5	-1.00	89.4	-12.00
91.4	-1.20	89.3	-13.00
91.3	-1.40	89.2	-14.00
91.2	-1.60	89.1	-15.00
91.1	-1.80	89.0	-16.00
91.0	-2.00	<89.0	reject

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260.5 .3 Payment Adjustment For Smoothness

- .1 The payment adjustment for smoothness shall be as shown in Table 260-14.
- .2 Individual bumps and dips shall be assessed in accordance with the schedule set out in Table 260-15.

- 260.5.3 .3 Penalty or bonus assessments for Profile Index readings shown in Table 260-14 and the bump and dip penalties shown in Table 260-15 shall be based on smoothness tests following the Contractor's final corrective efforts.
- .4 For asphalt concrete placed on Bridge decks, the payment adjustments as shown in Tables 260-14 and 260-15 shall not apply.
- .5 The payment adjustments in Table 260-14 will apply only to the Quantity of asphalt concrete in the final lift within the driving Lanes, as calculated using the application rate (kg/m²) as specified in the Contract Documents or as specified by the Engineer.

Table 260-14
Payment Adjustment For Smoothness

Profile Roughness Index (PRI) per 100 m Section Profiled		
Tangents & Curves with a Radius Greater Than or Equal To 600 m	Curves with a Radius Less Than 600 m Including Transitions	Percent of Unit Price to be Paid
0 to 2.4 mm	0 to 4.4	105%
2.5 to 4.4 mm	4.5 to 8.4 mm	104%
4.5 to 6.4 mm	8.5 to 12.4 mm	103%
6.5 to 8.4 mm	12.5 to 16.4 mm	102%
8.5 to 10.4 mm	16.5 to 20.4 mm	101%
10.5 to 15.4 mm	20.5 to 25.4 mm	100%
15.5 to 17.4 mm	25.5 to 27.4 mm	98%
17.5 to 19.4 mm	27.5 to 29.4 mm	96%
19.5 to 21.4 mm	29.5 to 31.4 mm	94%
21.5 to 23.4 mm	31.5 to 33.4 mm	92%
23.5 to 25.4 mm	33.5 to 35.4 mm	88%
25.5 to 27.4 mm	35.5 to 37.4 mm	84%
27.5 to 29.4 mm	37.5 to 39.4 mm	80%
29.5 to 31.4 mm	39.5 to 41.4 mm	76%
31.5 to 33.4 mm	41.5 to 43.4 mm	72%
33.5 to 35.4 mm	43.5 to 45.4 mm	68%
35.5 to 37.4 mm	45.5 to 47.4 mm	64%
37.5 to 39.4 mm	47.5 to 49.4 mm	60%
≥ 39.5 mm	≥ 49.5 mm	56%

Table 260-15
Bump And Dip Penalty Schedule

Bump/Dip	Penalty
8.5 to 9.4 mm	\$ 100.00
9.5 to 10.4 mm	\$ 200.00
10.5 to 11.4 mm	\$ 400.00
11.5 to 12.4 mm	\$ 600.00
12.5 to 13.4 mm	\$ 800.00
13.5 to 14.4 mm	\$1000.00
14.5 to 15.4 mm	\$1200.00
15.5 to 16.4 mm	\$1400.00
16.5 to 17.4 mm	\$1600.00
17.5 to 18.4 mm	\$1800.00
≥ 18.5 mm	\$2000.00

260.5 .4 Payment Adjustment for Use of Material Transfer Vehicle (MTV)

- .1 A unit price adjustment of + \$3.00/t shall apply to the total quantity of asphalt concrete acceptably placed using a material transfer vehicle in accordance with this Item.

260.5 .5 Payment Adjustment for Change in PG Asphalt Binder Price

- .1 Compensation payable to the Owner or the Contractor, for the difference in price of Asphalt Binder between the time of tender opening for this Contract and the time of the Work under this Item, will be calculated in accordance with the Contract Documents.

260.6 BASIS OF PAYMENT

- .1 Payment for Work under this Item shall include a separate Unit Price for each type of asphalt concrete, as identified under the Contract.
- .2 Compensation to the Contractor or the Owner for differences between the asphalt binder content, as determined by storage tank measurements, and the assumed asphalt binder content specified in 260.2.3.1 for the total payable tonnage, will be as follows:
 - .1 Payment to the Contractor will be made for asphalt binder content in excess of the assumed asphalt binder content specified in 260.2.3.1 for the total payable tonnage.
 - .2 Credit shall be given to the Owner for all asphalt binder content below the assumed asphalt binder content specified in 260.2.3.1 for the total payable tonnage.
 - .3 Payments and credits will be based on the actual price per tonne as invoiced to the Contractor by the supplier for the Work.