



FIELD GUIDE

FOR THE ACCEPTANCE OF HOT MIX AND BRIDGE DECK WATERPROOFING

Prepared by:
Bituminous Section
Materials Engineering and Research Office
Ministry of Transportation Ontario

June 2006

To all users of the: **FIELD GUIDE FOR THE ACCEPTANCE OF HOT MIX AND
BRIDGE DECK WATERPROOFING, JUNE 2006**

Enquiries regarding amendments, suggestions or comments should be directed to:

Bituminous Section
Materials Engineering & Research Office
Ministry of Transportation Ontario
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

Table of Contents

Preface

Chapter 1	Hot Mix Sampling For Asphalt Cement Content and Gradation, Air Voids, Compaction, PGAC and Other Initiatives and Changes in Hot Mix	1
	1-1 General	1
	1-2 Sampling For Aggregate Gradation, Asphalt Cement Content and Air Voids / VMA	1
	1-2.1 Sample Size	1
	1-2.2 Sampling Frequency	2
	1-2.3 Sampling Methods and Random Sample Locations	2
	1-2.3.1 Quantity Method for Plate Samples	3
	1-2.3.2 Quantity Method for Coring Samples	6
	1-2.3.3 Quantity Method for Screed Auger Chamber Samples	6
	1-3 Core Sampling For Compaction Testing	8
	1-4 Sampling PGAC	10
	1-5 Other Initiatives and Changes in Hot Mix	12
	1-5.1 Tack Coat Specification	12
 Chapter 2	 “Combined” End-Result Specification For the Acceptance of Asphalt Cement/Gradation, Compaction and AirVoids/VMA	 14
	2-1 General	14
	2-2 Contractor Mix Designation	14
	2-3 Field Adjustments to the Job Mix Formula	16
	2-4 Lot Size and Sampling	17
	2-4.1 Paving on Bridge Decks and Staged Construction - All Item Quantities	17
	2-4.1.1 Bridge Decks	17
	2-4.1.2 Staged Construction	18
	2-4.2 Item Quantity Greater Than 5,000 Tonnes	19
	2-4.3 Item Quantity 1,000 to 5,000 Tonnes	22
	2-4.4 Item Quantity Less Than 1,000 Tonnes	23
	2-5 Density Testing and Reporting of Results	23
	2-5.1 Density Testing of Hot Mix Aggregates and Calculating VMA (“SP 103F34”)	23
	2-5.2 Reporting Test Results	26
	2-6 Acceptance	29
	2-7 Re-testing For Outliers / Referee Testing	30
	2-7.1 Challenging an Individual Test Result as an Outlier	30
	2-7.2 Referee Testing	34
	2-7.2.1 Contracts Containing the SP 103F34	34
	2-7.2.2 Contracts Containing the SP 103 F35	34
	2-7.2.3 Outliers in Referee Results	35
	2-8 Repairing and Re-Evaluating	35
	2-9 Mixes That are Difficult to Compact Due to “Unmanageable Factors”	37
	2-10 Calcium Chloride	39
	2-11 Example Calculations for Percent Within Limits and Combined Payment Factors	39

Chapter 3	Statistical Comparison of Quality Control Versus Quality Assurance Testing	45
3-1	General	45
3-2	Sampling for QC / QA	45
3-3	Hot Mix ERS Payment and QC/QA Comparison Microsoft® Excel Spreadsheet	45
3-3.1	Owner Testing for Acceptance (i.e. SP 103F35)	47
3-3.2	Contractor Testing With QC Results Used for Acceptance (i.e. SP 103F34)	47
3-3.3	Conventions for Saving and Naming of Files	50
3-4	Consequences of Test Results	50
3-5	Example	51
Chapter 4	Performance-Graded Asphalt Cement (PGAC)	53
4-1	Introduction	53
4-2	Superpave	53
4-3	Geographical Zones for PGAC	54
4-3.1	Zones for MTO Administration	54
4-4	Grade Selection for MTO Contracts	55
4-4.1	Upgrades for Heavy Traffic	56
4-5	Supply of PGAC	56
4-6	Determination of the Laboratory Mixing and Compaction Temperatures of Hot Mix for Design of Pavement Mixtures	56
4-7	Compaction Temperature at Design and for Reheated Mix	58
4-8	Compaction Temperatures of Hot Mix Containing Recycled Asphalt Pavement (RAP)	59
4-8.1	Compaction of Hot Mix Containing Up to 20% RAP	59
4-8.2	Compaction Temperatures For Mixes Which Contain 21 to 40% RAP	59
4-8.3	Examples of Compaction Temperature Determinations	59
Chapter 5	Acceptance of Pavement Based on Visual Observation	60
5-1	General	60
5-2	Visual Inspection	60
5-3	Segregation	63
5-3.1	Initial Notification / Corrective Action For Segregation	63
5-3.2	Disposition of Segregated Mix	63
5-3.3	Continuing Segregation	64
5-3.4	Challenging the Degree of Severity	66
5-4	Other Pavement Surface Defects	66
5-5	Repairs	66
5-6	Payment Issues	67
5-6.1	Repairs	67
5-6.2	Bonuses/Price Adjustments	68
5-7	Construction Office (St. Catharines) Involvement	68
Chapter 6	Measurement and Acceptance of Pavement Based on Smoothness	69
6-1	General	69
6-2	Definitions	69
6-3	Tolerances and Surface Smoothness	70
6-3.1	Tolerances Measured by Straight Edge	70

6-3.2	Surface Smoothness	71
6-4	Profile Measuring Device (PMD) & Approval of Paving Control Technicians / Operators	71
6-4.1	Profile Measuring Device / Calibration and Correlation	71
6-4.2	Approval of Paving Control Technicians / Operators	72
6-5	Surface Smoothness Measurements	72
6-5.1	Lot and Sublot Size	72
6-5.1.1	Sublots at End-of-Lane	73
6-5.1.2	Sublots Before Excluded Areas	74
6-5.1.3	Bridgedecks	75
6-5.1.4	Additional Excluded Areas	75
6-5.2	Measurement of Surface Smoothness	75
6-5.3	Effects of Chatter	79
6-5.4	Carry-Over Contracts	80
6-5.5	Damage to Surface Course	81
6-5.6	QA Testing	81
6-5.7	Referee Testing	84
6-6	Repairs and Redecisioning	84
6-7	Payment Issues	84
6-8	Responsibilities of the Contract Administrator	86
6-8.1	At the Beginning of the Contract	86
6-8.2	Prior to Taking Surface Smoothness Measurements Each Day	87
6-8.3	Each Hour During Surface Smoothness Measurements	87
6-8.4	At the End of Each Day (Before Operator Leaves)	88
6-8.5	At the End of Each Day (Back at the Traylor)	88
6-8.6	After Measurements Are Taken	89
Chapter 7	Acceptance of Bridgedeck Waterproofing	90
7-1	General	90
7-2	Sampling and Testing of Membrane Thickness	91
7-3	Sampling and Testing of Membrane Quality	98
Appendices		
A.	RANDOM NUMBER TABLE	A - 1
B.	METHOD FOR ROUNDING OFF TEST DATA AND OTHER NUMBERS	B - 1
C.	METHOD FOR CALCULATION OF PER CENT WITHIN LIMITS	C - 1
D.	APPLICATION FOR FIELD ADJUSTMENT TO JMF	D - 1

Preface

This Field Guide has been prepared by the Bituminous Section of the Materials Engineering and Research Office to provide procedural guidelines to administer contract requirements on Ministry of Transportation projects in Ontario. The purpose of the Guide is to uniformly implement, across the Province, the acceptance procedures for Hot Mix and Bridge Deck Waterproofing. This year's Field Guide **applies to new contracts advertised this year.**

For carry-over contracts, specific sections in earlier field guides should be referred to.

The Field Guide is not a specification and does not form part of the contract between the Ministry and the Contractor. Neither the Ministry nor the Contractor are bound by the contents of this Guide unless agreed to in writing, in whole or in part, by both parties.

The Field Guide is primarily intended for use by Ministry of Transportation Regional Staff as well as Consultants administering Ministry contracts involving hot mix placement and bridge deck waterproofing. The guide outlines the required sampling, testing and recommended acceptance procedures, in accordance with the applicable Ontario Provincial Standard Specifications (OPSS) and current Ministry Special Provisions.

Some Major Specification Changes and Highlights Since the 2004 Field Guide

This Section highlights some of the major specification changes that have occurred since the 2004 Field Guide was published.

Since, then, the Ministry of Transportation has now gone to full Superpave implementation. As a result, many of the references to Marshall mixes have been eliminated from this year's Field Guide. An exception to this, however, is in Chapter 3.0 where the ERS computer program still refers to both Superpave and Marshall mixes.

In addition, over the years since the Field Guide was first produced, it has grown in size and complexity. In order to make it more of a descriptive document than a specification, this year's Field Guide removes many of the statements and their associated tables that are already given in the various specifications that this Guide attempts to cover.

The major changes to the specifications mentioned in the various Chapters since the 2004 Field Guide was published are as follows:

Chapter 1 – Sampling and New Initiatives

New Initiatives:

- **Tack Coat - SP 313 F44 (February 2005):** The basis of payment for tack coating protection board is now included in the tack coating item. Application rates of 0.5 kg/m² are specified for protection board, 0.35 kg/m² for expanded asphalt and the surfaces of any binder course travelled over the winter (in addition to existing and milled surfaces) and 0.2 kg/m² for cold-in-place surfaces.

Chapter 2 – Combined End-Result Specification

- This year there have been three main changes to improve the test methods and facilitate the contract administration of VMA. These changes include the following:
 - a) The first set of aggregate and RAP samples must be taken within 10 days prior to the start of production for the first lot of hot mix. Subsequent samples will then be taken immediately following the completion of 15,000 tonnes and at intervals of 20,000 tonnes, thereafter.
 - b) The calculation of VMA will now be based on the densities of the blended coarse and the blended fine aggregates (instead of the mathematically combining the densities of the individual aggregates for the coarse and fine).
 - c) For those contracts where the Contractor has opted into the modified VMA administration protocol, for each subplot, the VMA will be input to two decimal places but the mean for the lot will be calculated to one decimal place. For all other contracts, the mean VMA for the lot will be calculated to two decimal places.
 - d) For the aggregate density testing, if the difference between QA and QC testing is less than or equal to 0.010, the QC value will be used for calculating VMA. However, when that difference is between 0.011 and 0.020, the value used will be the mean of the two. Referee testing will only be invoked, when the difference between QA and QC is greater than 0.020.

Since it is going to take some time to incorporate these changes into the standard specifications and special provisions, contractors will be permitted to have access to these improvements through an opt-in agreement. The opt-in is on the basis of a

“non-compensable change” to the contract. Therefore, if a contractor wants to opt-in, then a Change Order will be required with a Price Agreement for “zero” dollars. An example is shown at the end of the appropriate section.

Chapter 5 - Segregation

The major changes to SP 103S38 include:

- The removal of all wording and the associated Table 1 referring to the Macrotexture (i.e. “sand patch”) test, since the macrotexture ratios are not yet available for Superpave mixes.
- A change in the warrant in which the specification is only included for Superpave 12.5 FC2 and where Superpave 12.5 FC 1 is used on freeways in Northeastern Region (unless the Region wants to include it).
- A reduction in the possible bonuses to \$0.50 per tonne for Superpave 12.5 FC2 and where Superpave 12.5 FC1 is used on freeways in Northeastern Region and \$0.20 per tonne for all other mixes.
- Changes in wording (i.e. mostly the removal of words) to avoid conflicts with SP 199S53 (i.e. Quality Control Compliance Incentive).

Chapter 6 - Smoothness

The major changes to SP 103F31 include:

- Increases in the Tender Opening Date Reduction Factor (TODRF) to 0.6 for a single lift placed over Expanded Asphalt Pavement and 0.8 for SMA, a single lift placed on a pulverized grade without a Granular A provision and when matching existing curb and barrier wall within 1.5m of the lane being paved with the lane and shoulder being paved simultaneously, if there is a shoulder, for tenders opened in 2006.
- The addition of a new clause (although it was always inherent in the previous wording) stating that the Contractor should do something (i.e. pad, diamond grind or micro-mill) any surface underlying a surface course, in order to meet the smoothness requirements of the surface course (i.e. as long as the pavement is not reduced by more than 5 mm in thickness).
- The prevention of diamond grinding on single lifts placed directly over expanded asphalt.

It should also be noted that the data entry sheet in the Excel format has been changed so that the results for the initial and final measurements for both wheelpaths are placed in consecutive cells for easy data transfer into the Ministry’s spreadsheet.

Finally, it is also important to note that the finalized versions of the new hot mix specifications, OPSS 313, 1150, 1101 and 1103, have not been completed and are not, as yet, being implemented on new Ministry contracts.

Chapter 7 – Bridgedeck Waterproofing

The increase in lot size (i.e. from 600 to 800 m²) for waterproofing materials, given in OPSS 914, is now reflected in the example and its associated calculations.

Chapter One

HOT MIX SAMPLING FOR ASPHALT CEMENT CONTENT AND GRADATION, AIR VOIDS/VMA, COMPACTION, PGAC AND OTHER INITIATIVES AND CHANGES IN HOT MIX

1-1 General

Generally, contracts with mix tender quantities of less than 10,000 tonnes, include a Special Provision No. 103F35, entitled “End Result Specification for Acceptance of Hot Mix (Aggregate Gradation, Asphalt Cement Content, Air Voids, VMA, Compaction) Based on Owner Testing”. However, for those contracts with at least 10,000 tonnes, a similarly-titled Special Provision No. 103F34 “.....Based on Contractor Testing” is usually included. For the purposes of this Chapter, the appropriate Special Provision (i.e. either 103F34 or 103F35, whichever is included in the contract), will be referred to as the “SP”, unless the context in which it is being referred to applies to only one of them.

Methods of sampling hot mix for aggregate gradation, asphalt cement content, air voids **and bulk relative density** testing are included in Section 1-2, core sampling of hot mix for compaction is included in Section 1-3 and sampling of PGAC is included in Section 1-4.

Superpave mix design has now been fully implemented in Ontario. Both Superpave and Stone Mastic Asphalt (**or SMA**) mixes are designed using a gyratory compactor which requires larger (20 - 35 kg) samples for testing **the ERS attributes than Marshall mixes.**

In addition to the sampling requirements given in the body of this chapter, **a description of the tack coating Special Provision is included in Section 1-5 of this chapter.**

1-2 Sampling For Aggregate Gradation, Asphalt Cement Content and Air Voids/VMA

1-2.1 Sample Size

For all **Superpave and SMA mixes**, a set of three samples each with a minimum mass of 20 to 35 kg [see Table G, entitled “**Sample Size and Frequency**” in either **SP 103F34 or 103F35 - i.e. 2 or more plates per sample will be required, if plate sampling is being carried out**], shall be taken by the Contractor for each subplot [see **Notes 1) and 2)**]. One sample will be retained by the Contractor for Quality Control (QC) testing and the other two from each set of three will be delivered to the Owner. The Owner may perform Quality Assurance (QA) testing on one sample and the other sample will be stored for possible re-testing for outliers or for referee testing. For SMA, three additional 3 kg samples will also be required (possibly another plate, if plate samples are being taken) from one of the sublots in each lot which will be split for QA , QC and referee "draindown" testing (see Table G in the appropriate SP and Section 1-5.5).

Notes: 1) Although plate sampling of SMA and Superpave mixes is **one of the methods that can be used**, the larger samples required for gyratory testing means that at least twice as many plates will be needed as **was formerly** required for **Marshall mixes**. As a result of this, the Ministry agreed to allow the Contractor to use an alternative sampling method, as long as each sample is taken after its designated truckload has been unloaded at the site. In addition, it **is** permitted to place samples of SMA and Superpave mixes in a maximum of two receptacles and **also that** it won't be mandatory to mix them once they are received at the testing laboratory.

2): **The larger sample size will be applicable when samples are designated for testing to the maximum number of gyrations. The frequency of the larger samples shall be two per lot, as designated by the Contract Administrator.**

1-2.2 Sampling Frequency

The sampling frequency is dependent on the lot size with the subplot size being set at the Contract Administrator's discretion in consultation with the Contractor within the parameters given in the Special Provision.

When a lot is defined as 5000 t of any one type of hot mix produced, then the lot will normally be divided into 10 approximately equal sublots of 500 t each and a set of three samples with a minimum mass of **from 20 to 35 kg** (see **Table G in the appropriate SP**) will be required from each subplot [see **Notes 1) and 2)**. For SMA, 3 additional 3 kg samples (probably another plate, if plate samples are being taken) will also be required from one of the sublots in each lot for draindown testing. Note that an exception to these requirements may be made, if lightweight aggregates are used.

1-2.3 Sampling Methods and Random Sample Locations

Random samples are to be obtained by the methods permitted in the Contract. Refer to the Contract to determine which method is permitted for each hot mix type. The methods which may be permitted are (1) plate samples (2) coring and any acceptable alternative sampling method (to replace plates) proposed by the Contractor as long as each sample is taken after its designated truckload has been unloaded at the site.

The sampling locations and lot/sublot sizes should be determined on a daily basis. They cannot be determined at the start of a contract on a tonnage basis because there may be a need to terminate a lot prior to reaching a pre-determined tonnage.

1-2.3.1 Quantity Method for Plate Samples

- When production is expected to proceed with 5000 t lots with 10 sublots, divide each lot as follows:

Example: **Superpave 12.5** to have a set of three 10 kg samples obtained from each 500 t subplot within a 5000 t lot, i.e. Lot 3.

Lot 3	Sublot	1	0	-	≤ 500 t
		2	> 500	-	≤ 1000 t
		3	> 1000	-	≤ 1500 t
		4	> 1500	-	≤ 2000 t
		5	> 2000	-	≤ 2500 t
		6	> 2500	-	≤ 3000 t
		7	> 3000	-	≤ 3500 t
		8	> 3500	-	≤ 4000 t
		9	> 4000	-	≤ 4500 t
		10	> 4500	-	≤ 5000 t

- For each subplot, select a random number either from a random number table or generated by a calculator or computer. A table of random numbers is given in Appendix A.

Lot 3	Sublot 1	0.750
	Sublot 2	0.446
	etc.	etc.

- Using the random number determined for each subplot, identify the "tonne to be sampled". In reality, this number is only used to identify the truck load from which the sample is taken.

Example: random number x lot or subplot size = tonne to be sampled
 $0.750 \times 500 = 375$

4. Set up a table with each tonne to be sampled as follows:

Superpave 12.5: Sampling Locations (Set of Three 10 kg samples) - 5000 t Lots

Superpave12.5 Lot/Sublot No.	Sublot Size	Random No. for Tonne	"Tonne to be Sampled" =(Random No. X 500) + start tonne for subplot
3/1	0 - ≤500 t	.750	375
3/2	>500 - ≤1000 t	.446	723
3/3	>1000 - ≤1500 t	etc.	etc.
3/4	>1500 - ≤2000 t	etc.	etc.
3/5	>2000 - ≤2500 t	etc.	etc.
3/6	>2500 - ≤3000 t	etc.	etc.
3/7	>3000 - ≤3500 t	etc.	etc.
3/8	>3500 - ≤4000 t	etc.	etc.
3/9	>4000 - ≤4500 t	etc.	etc.
3/10	>4500 - ≤5000 t	etc.	etc.

Note: **3)** DO NOT PROVIDE THE SAMPLE TONNE INFORMATION TO THE CONTRACTOR PRIOR TO THE TRUCK BEING LOADED.

5. A copy of the sample table is provided to the employee, designated by the Contract Administrator, who will be responsible for identifying the truck load containing the sample tonne. A running total of hot mix production will have to be maintained for each item. A printing calculator or adding machine will minimize any chance of error. When the truck containing the "Tonne to be sampled" is identified, the person must:

- Mark the top of the weigh ticket "Load to be sampled".
- Write on the back of the ticket the mass of the sample (either 5 kg, 10 kg or 20-35 kg for SMA and Superpave), the lot number and subplot number (where applicable).

Example: Mass **20** kg
 Lot 3
 Sublot 1

etc.

- Draw a diagonal line across the face of the ticket with a bright coloured marking pen. This will help draw attention to the fact that the load is to be sampled.

- The road inspector must ensure that the Contractor's representative is fully aware of the load to be sampled.
- The Contractor's representative is then required to take the set of three plate samples [for SMA and Superpave mixes, 2 or more plates per sample will be required, if plate samples are being taken – [i.e. see Table **G** in the appropriate SP and **Notes 1) and 2)** anywhere within the load (but recommended within the middle third of the load).
- All plate samples shall be taken at the same transverse offset.
- The samples shall only be obtained from a machine laid mat, away from the wheelpaths of the paving equipment and far enough away from any pavement edge to ensure that the whole plate is covered by the mat.

10. After the sample has been taken, the Contractor is then required to properly label each sample with all relevant information (including its station and offset) and package the sample as designated in the contract. For each set of three plate samples, one plate sample should be designated as “QC” and the other two plates “QA” and “Referee” [for SMA and Superpave mixes, each of the samples will require two or more plates per sample **[i.e. see Table G in the appropriate SP and Notes 1) and 2)]**.
11. The packaged (i.e. bag, box etc.) “QA” and “Referee” samples, should be placed in heavy gauge plastic bags with an area on each bag in which a date and a code and all other **relevant** information (such as Contract number, lot, subplot, station and offset) can be written using a regular permanent magic marker. The bags and seals may be obtained from the appropriate Regional Quality Assurance Section. The Contract Administrator’s representative may then seal the bag with a Bag Guard Seal (tie wrap) which has a customized MTO code. If the seal is applied he must then write the same code onto the bag along with the date the bag was sealed.
12. The samples should then be delivered to the designated location, as detailed in the Contract.
13. After the paver has passed over each plate, then examine the pavement surface. If the pavement surface is found to be homogeneous, then the set of samples is acceptable, providing that the samples on each of the three plates [6 or more plates for SMA and Superpave mixes **[i.e. see Table G in the appropriate SP and Notes 1) and 2)]** have a minimum mass of 10 kg. However, if the pavement sample is disturbed, in some way, or if any one of the plate samples has less than 10 kg, then the Contractor must discard the set of plate samples and obtain a new set of three [i.e. 6 or more plates in total for SMA and Superpave mixes – see Table G in the appropriate SP and Notes 1) and 2)] as soon as possible. In all cases, ensure that the full thickness of the pavement has been obtained on the plate.

Note: 4) The size of the plate, **if plate sampling is used**, may be changed according to mat thickness, in order to yield a minimum of 10 kg. For example, for a lift 40 mm thick, a plate with minimum dimensions of 0.35 x 0.35 m (14 x 14 in.) is required to obtain 10 kg of mix. For different mat thicknesses, refer to Table 1-1 given below:

TABLE 1-1: APPROXIMATE MASS OF Superpave 12.5 ON PLATE (kg)

MAT THICKNESS (mm)	PLATE SIZE					
	.15 x .20 6 x 8	.25 x .25 10 x 10	.30 x .30 12 x 12	.35 x .35 14 x 14	.45 x .45 18 x 18	m in
100	6.7	14.0	20.2	27.5	45.5	
80	5.4	11.2	16.2	22.0	36.4	
70	4.7	9.8	14.1	19.3	31.8	
60	4.0	8.4	12.1	16.5	27.3	
50	3.3	7.0	10.1	13.7	22.7	
40	2.7	5.6	8.1	11.0	18.2	
30	2.0	4.2	6.0	8.2	13.6	
25	1.7	3.5	5.1	6.9	11.4	

1-2.3.2 Quantity Method for Coring Samples

1. Determine the sampling locations using steps 1 to 6 in the procedure for "Quantity Method for Plate Samples" for the 5 kg sampling locations.
2. The Contractor is required to obtain the cores, label, package and deliver them to the designated location, as detailed in the Contract.

1-2.3.3 Quantity Method for Screed Auger Chamber Samples

1. When production is expected to proceed with 5000 t lots with 10 sublots, divide each lot as follows:

Example: **Superpave 12.5** to have a set of three 10 kg samples obtained from each 500 t subplot within a 5000 t lot.

Superpave 12.5

Lot/Sublot No.

2/1	0	-	≤ 500 t
2/2	> 500	-	≤ 1000 t
2/3	> 1000	-	≤ 1500 t
2/4	> 1500	-	≤ 2000 t
2/5	> 2000	-	≤ 2500 t
2/6	> 2500	-	≤ 3000 t
2/7	> 3000	-	≤ 3500 t
2/8	> 3500	-	≤ 4000 t
2/9	> 4000	-	≤ 4500 t
2/10	> 4500	-	≤ 5000 t

2. For each subplot, select a random number from the random number table.

Example :

Lot 2	Sublot 1	0.750	
Lot 2	Sublot 2	0.446	etc.

3. Using the random number, identify the "tonne to be sampled". In reality, this number is only used to identify the truck load from which the sample is taken.

Example:

random number x lot size	=	tonne to be sampled
0.750 x 500	=	375

4. Set up a sampling table with each tonne to be sampled, as illustrated below:

Superpave 12.5: Set of three 10 kg samples from each Sampling Location - 5000 t lot

Superpave 12.5 Lot/Sublot No.	Sublot Size	Random No. for Tonne	"Tonne to be Sampled" =(Random No. x 500) + start tonne for subplot
2/1	0 - ≤ 500 t	.750	375
2/2	> 500 - ≤1000 t	.446	723
2/3	>1000 - ≤1500 t	etc.	etc.
2/4	>1500 - ≤2000 t	etc.	etc.
2/5	>2000 - ≤2500 t	etc.	etc.
2/6	>2500 - ≤3000 t	etc.	etc.
2/7	>3000 - ≤3500 t	etc.	etc.
2/8	>3500 - ≤4000 t	etc.	etc.
2/9	>4000 - ≤4500 t	etc.	etc.
2/10	>4500 - ≤5000 t	etc.	etc.

Note: 5) DO NOT PROVIDE THE SAMPLE TONNE INFORMATION TO THE CONTRACTOR PRIOR TO THE TRUCK BEING LOADED.

5. A copy of the sample table is provided to the employee, designated by the Contract Administrator, who will be responsible for identifying the truck load containing the sample tonne. This will require the designated individual to maintain a running total of hot mix production for each mix. A printing calculator or adding machine will minimize any chance of error. When the truck containing the "Tonne to be sampled" is identified, the person must:

- Mark the top of the weigh ticket "Load to be sampled".
- Write on the back of the ticket the mass of the sample (either 5 kg, 10 kg or 20-35 kg for SMA and Superpave mixes), the lot and/or subplot number and the random number for the side of the screed for sampling.

Example:	Mass	10 kg
	Lot	3
	Sublot	1

- Draw a diagonal line across the face of the ticket with a bright coloured marking pen. This will help draw attention to the fact that this load is to be sampled.
6. When the load is received at the paver, the road inspector will inform the Contractor's representative that the sample is to be taken anywhere within the load.
7. The Contractor is required to obtain the sample, label each sample with all relevant information (including its station and offset), then package and deliver the samples to the designated location, as detailed in the Contract. For each set of three auger samples, one sample should be designated as "QC" and the other two "QA" and "Referee".
8. The packaged (i.e. bag, box etc.) "QA" and "Referee" samples, should be placed in heavy gauge plastic bags with an area on each bag in which a date and a code and all other relevant information (such as Contract number, lot, subplot, station and offset) can be written using a regular permanent magic marker. The Contract Administrator's representative may

5. The Contractor must extract the cores no later than the next regular working day following the completion of the entire lot. However, if it is desired to obtain the cores immediately after the completion of the subplot, then the Contractor must demonstrate to the Contract Administrator that the pavement can be made sufficiently cool (by using dry ice, for example) prior to coring.
6. If the core location falls less than 250 mm from an unconfined pavement edge, then the cores are to be relocated a distance of 250mm from the edge of the lane. Coring on bridgedecks will not be allowed, unless permitted by the Contract Administrator and cores cannot be taken within 250 mm of a longitudinal or transverse joint, or the edge of pavement.
7. The set of three cores must be taken from the same lane, at the same transverse offset, and within a spacing of from 0.5 to 1.0 metre from one another.
8. The cores must have a minimum diameter of 150 mm and a maximum nominal diameter of 200 mm and must consist of the full layer being sampled and at least one underlying layer, if one is present. All cores (including those taken for possible re-testing), should be inspected for defects. If a core is damaged, a replacement core must be extracted at a location adjacent to the original core.
9. Each core shall be clearly marked with all relevant information including its Contract number, lot and subplot number using a permanent metallic paint marker. Silver (or gold) markers appear to produce the best results and may be obtained at any well-stocked art supply store [see Note 7)]. For each set of three cores, one of the cores shall be for "QC" testing, one for "QA" testing and one for "Referee" testing, as designated by the Contract Administrator. However, the appropriate designation should be clearly marked only on the QC core which the Contractor will retain. The two remaining cores should be delivered to the Owner without marked designation or both could be marked "QA/Referee". The CA or the QA laboratory will choose one of the two for QA testing and retain the other for Referee testing, if required.
10. The integrity of all cores must be protected during transport and until the testing is carried out. One method that could be used to protect the cores is to first individually wrap each core in cellophane or similar material [see Note 8)], place it in a metal or plastic cylinder (such as the type used for casting concrete cylinders and the void between the core and cylinder wall filled with fine sand to prevent movement of the core within the cylinder. Once again note that only the cylinder containing the QC core should be marked "QC".
11. The two QA/Referee cylinders, should be well-wrapped (in bubble wrap or newspaper for example) and placed in heavy gauge plastic bags with an area on each bag in which a date and a code and all other relevant information (such as Contract number, lot, subplot, station and offset) can be written using a regular permanent magic marker. The bags and seals may be obtained from the appropriate Regional Quality Assurance Section. The Contract Administrator's representative must then seal the bag with a Bag Guard Seal (tie wrap) which has a customized MTO code. If the seal is applied he must then write the same code onto the bag along with the date the bag was sealed. To provide additional protection to the cores, the heavy-gauge bags containing the cylinders could be placed in small cardboard or metal boxes and surrounded by appropriate packaging material (again more bubble wrap or newspaper could be used for this purpose).
12. Immediately after coring, the Contractor must clean out and sponge dry all core holes, fill them with hot mix and compact the hot mix according to clause 313.07.01.18 of OPSS 313. A mechanical compactor with a round foot slightly smaller than the diameter of the core hole must be used. The holes must be filled and compacted in such a way as to conform with the adjoining undisturbed pavement as per OPSS 313.17.01.06.03.

13. The Contract Administrator must ensure that all cores have been obtained at their proper locations [i.e. chosen from pairs of random numbers (as in 2 and 3) given above] and that all of the core holes have been properly filled.
14. Once any referee cores have been received, the Quality Assurance laboratory should inspect them for damage and any undamaged cores should then be carefully re-packaged. However, if any of the cores have been damaged, then the Contract Administrator should be immediately notified.

Notes: 6) When a core location coincides with a localized area which has been identified by the Contractor prior to paving and determined by the Contract Administrator to be unable to provide adequate support for the Contractor's compaction operations (and consequently result in lower compaction), then the core shall be moved to the nearest location outside of the area identified. It should be noted that these locations shall not be identified by the Contractor after the compaction core has been taken or after the compaction test result(s) have been received.

7) Two types of paint markers that the Bituminous Section have found to be suitable include the Sandford, silver coat, bold tip metallic from Basic Office Products and the Pilot Paint Marker, Bullet Tip from Grand and Toy. Both are about \$6.00 each. Any well-stocked art supply store should have similar products.

8) It should be noted that when a core contains more than one lift of hot mix and the bond between the lifts breaks during coring or at any time prior to being wrapped for transport, then each lift within the core shall be clearly marked with all appropriate information. In addition, the separated lifts should be individually wrapped before being placed in the plastic or metal container.

1-4 Sampling PGAC

To ensure that the PGAC being sampled and tested is representative of the material used in production, it is recommended that the Contract Administrator bag and apply security seals to the QA and Referee samples (cans) taken at the hot mix plant.

In accordance with the Contract requirements, the total tender quantities of hot mix items should be divided into lots and sublots for PGAC sampling purposes, in accordance with the following:

- a) < 5,000 tonnes: One lot with one subplot
- b) 5,000 to 10,000 tonnes: One lot with two sublots (each subplot with about half the total tonnage)
- c) > 10,000 tonnes: Each 10,000 tonnes will be treated as one lot with two sublots. The last lot with less than 10,000 tonnes will be treated as one lot with one or two sublots as described in a or b above.

In the presence of the Contract Administrator or his representative, the Contractor is required to take three 1-litre samples (cans) of PGAC which are randomly chosen within each subplot. An example of random sampling for PGAC is given below:

1. When production is expected to proceed with 10000 t lots with 2 sublots, divide each lot as follows:

Example: **Superpave 12.5 FC1** to have a set of three 1-litre samples (cans) obtained from each 5000 t subplot within a 10000 t lot, i.e. Lot 2.

Lot 2	Sublot	1	0	-	≤ 5000 t
		2	>5000	-	≤ 10000 t

2. For each subplot, the Contract Administrator must select a random number either from a random number table or generated by a calculator or computer. A table of random numbers is given in Appendix A.

Lot 2	Sublot	1	0.872
	Sublot	2	0.125

3. Using the random number determined for each subplot, the Contract Administrator will identify the "tonne to be sampled".

Example: random number x subplot size = tonne to be sampled
 0.872 x 5000 = 4360
 0.125 x 5000 = 625

4. The Contract Administrator will then set up a table with each tonne to be sampled as follows:

Superpave 12.5 FC1: Sampling Locations (Set of Three 1-litre samples) - 10000 t Lots

Superpave 12.5 FC1			"Tonne to be Sampled" =(Random No. X 5000) + start tonne for subplot
Lot/Sublot No.	Sublot Size	Random No. for Tonne	
2/1	0 - ≤5000 t	.872	4360
2/2	>5000 - ≤10000 t	.125	5625

5. The Contractor will then take three 1-litre sampling cans of the PGAC which will be used in the "tonne to be sampled". The samples are taken near the point of injection into the mix (usually a spigot on the PGAC supply line), in the presence of the Contract Administrator or his representative.
6. After the samples have been taken, the Contract Administrator must immediately take possession of the QA and referee samples (for testing by the QA laboratory). The Contractor will retain the QC sample (for testing by the QC laboratory). Since the samples will be hot, the Contract Administrator should take the QA and referee sample to a location (such as the Contract Administrator's office) which will allow them to cool sufficiently in order that they can be bagged.
7. Once they are cooled, both the QA and referee samples can be inserted into the same type of heavy gauge plastic bag that the Regional Quality Assurance Section provides for hot mix.

Packing material should be placed around the cans to try to keep them upright and so that they don't knock against one another and become uncovered. Any relevant information (such as Contract number, PG grade, the plant that produced it, where it was sampled etc.) should be written on the bag using a regular permanent magic marker. Other relevant paperwork associated with the samples may be placed in the bag. The Contract Administrator's representative should seal the bag with a Bag Guard Seal (tie wrap) which has a customized MTO code (again the same type of ties being used for hot mix). When the seal is applied the Contract Administrator must then write the same code onto the bag along with the date the bag was sealed.

8. Once sealed, the samples can be given back to the Contractor for delivery to the QA laboratory or the Contract Administrator may retain and deliver them to the laboratory himself.
9. The QA laboratory will unseal the samples and note down the security number which must be reported along with the test result (if the sample is tested). The referee sample and any untested QA samples will be stored.

1-5 Other Initiatives and Changes in Hot Mix

A tack coat specification was introduced a few years ago. This initiative is described below.

1-5.1 Tack Coat Specification

Selected Ministry contracts may contain Special Provision No. 313F44.

This section provides guidance on items which require action on the part of the Contract Administrator. As with all specifications covered in this Field Guide, the Contract Administrator must always refer to the Contract documents for administering the specifications.

Products

The specified product for tack coating consists of SS-1 emulsion which is diluted 50:50 with water (usually by the Contractor rather than the supplier).

The use of products other than diluted SS-1 will be permissible. Such requests are likely to be made for late season paving or for paving situations when a "fast break" of the emulsion is desirable (e.g. night paving). The Contractor is required to give the Contract Administrator fourteen (14) calendar days notice of the proposed use of alternate products and the Contract Administrator will be required to respond within 7 calendar days by either agreeing to the proposal or not accepting it with reason(s). When such a request is received, the Contract Administrator must review it with the applicable Quality Assurance section, who in turn will contact Head Office if necessary.

Equipment

Tack coat for main lane paving must be done using pressure distributors capable of applying the product uniformly. Distributors must be equipped with volume determining devices. The use of pressure wands will be acceptable for irregularly shaped areas such as tapers.

Application

This Special Provision specifies which lifts of construction are to be tack coated and may vary from Region to Region. In general terms, all existing and milled surfaces will require tack coating. Depending upon the designer option selected, the final binder course lift may also require tack coating, but some Regions may specify it on the final binder course only if this lift has been left

over the winter. You must determine for your contract which option has been selected. The surface to be tacked must be free of contamination and standing water.

There may be extenuating circumstances when the use of tack coat may be waived. For example, if the final binder course is specified to be tack coated but construction is carried out such that the surface course is placed on the new binder course within a day or so and the binder course surface is clean, tack coat may not be necessary. Another situation when the use of tack coat could be reviewed is if paving must proceed late in the year, and the Contract is experiencing severe traffic delays because of the time required for the emulsion to break. It should be noted, however, that any decision to waive the use of tack coat must be made by the Contract Administrator in consultation with the applicable Regional **Contract** Office (who may involve their Quality Assurance Section or Head Office).

Application Rates

There are **three different** rates of application specified: **0.50 kg/m² for protection board**, 0.35 kg/m² for existing, milled surfaces, **expanded asphalt surfaces and the surfaces of any binder course travelled over the winter**, and 0.20 kg/m² for **cold in place material** and binder course surfaces constructed in the same calendar year (when required). The Contractor's Quality Control (QC) plan usually specifies how the application rate is to be controlled by the Contractor. Reference should be made to the QC plan and conformance to it is required in the same manner as for other quality items. The Contract Administrator must ensure that the distribution is uniform both transversely and longitudinally and that the full lane width being paved is tack coated. Too much tack coat is not desirable as it can bleed through the mix and result in fat spots or, in extreme cases, pavement flushing.

If the specified application rate appears inappropriate (i.e. results in excessive runoff or does not appear to be create an asphalt film which is thick enough), the **applicable Regional Quality Assurance Section should be contacted to review the application rate in conjunction with the Bituminous Section.**

Feedback

Field staff are encouraged to provide feedback to the Ministry on the use of this specification in their contracts. Such information can be passed on to the applicable Regional Quality Assurance office who can transmit it to Head Office. Items such as application rate and construction impacts (e.g. traffic delays due to time required for emulsion to break, if any) are of particular interest.

Chapter Two

“COMBINED” END-RESULT-SPECIFICATION FOR THE ACCEPTANCE OF ASPHALT CEMENT/GRADATION, COMPACTION AND AIR VOIDS/VMA

2-1 General

One of two similar Special Provisions combining Percent Within Limits (PWL) criteria for aggregate gradation, asphalt cement content, air **voids, VMA and compaction are being included** in all new contracts. SP No. 103F34 entitled “End Result Specification for Acceptance of Hot Mix (Aggregate Gradation, Asphalt Cement Content, Air Voids, **VMA**, Compaction) Based on Contractor Testing” **is generally used for those contracts with hot mix tender quantities of 10,000 tonnes or more. Otherwise, a similarly-titled SP, No. 103F35 “.....Based on Owner Testing” is used.** In both of these SP’s, price adjustments for the various attributes are being combined into a single payment factor using Percent Within Limits (PWL) analyses. **For the purposes of this Chapter, the appropriate Special Provision (i.e. either 103F34 or 103F35, whichever is included in the contract), will be referred to as the “SP”, unless the context in which it is being referred to applies to only one of them.**

More details regarding the above are given in this Chapter

2-2 Contractor Mix Designation

The Ministry **is** no longer required to verify mix designs as a standard practice. Instead, the Contract Administrator will review the mix design and the Job Mix Formula (JMF) documents. At the Contract Administrator’s discretion, the Ministry may conduct a duplicate mix design with the submitted samples **(and it may be prudent to do so, in some cases)**. Until he receives a written confirmation from the Contract Administrator of the conformance of the submitted mix design documents and the JMF, the Contractor is not allowed to place any mix. A sample confirmation letter from the Contract Administrator, entitled “SAMPLE LETTER TO CONTRACTOR #2-1”, **is included at the end of this Section.**

For Superpave mixes, in addition to the mix design submission, the Contractor must retain an independent, third party laboratory to conduct a check of the mix volumetric properties and moisture susceptibility requirements. The details describing how the mix check is to be conducted are included in **subsection 1149.04.04 of OPSS 1140, as amended by the SP.**

SAMPLE LETTER TO CONTRACTOR #2-1

To: _____
(NAME OF CONTRACTOR)

CONTRACT NO.: _____

Re: Contractor Mix Designation as required by SP for Acceptance of Hot Mix by End Result Specification

Your submission of a mix design and job mix formula documents for item # _____, _____ (mix type), dated _____ has been received and reviewed by MTO.

OPTION #1

This letter is confirmation that the above submission conforms to the Contract requirements and placement of this mix may now commence on this Contract.

Confirmation of conformance to Contract requirements of the submitted Marshall or Superpave mix design, including the mix check by the Independent laboratory, does not constitute any guarantee that the mix can be produced and/or constructed to Contract requirements, and does not relieve the Contractor of the responsibility for ensuring the specified quality of materials and workmanship is achieved.

OPTION #2

The above information does not conform to the Contract requirements for the following reasons:

-
-
-
-
-

A new submission of the mix design and job mix formula documents is required.

The following points were noted in your submission.

-

Contract Administrator, MTO

Date

cc: Head, Quality Assurance
Originator

2-3 Field Adjustments to the Job Mix Formula

The criteria for making field adjustments to the job mix formula (JMF) have also been incorporated **into the SP**.

Definition

A field adjustment to the JMF is defined as a change in the target gradation and/or asphalt cement content of a mix, within specified limits, without a redesign of the mixture.

Submission

The revised JMF must be supplied in writing, together with supporting documentation to the Contract Administrator. The revised JMF may be applied to the lot being placed at the time the confirmation of the receipt of the revised JMF is issued, and the previous lot, if requested by the Contractor, as part of the written submission for a JMF change. If this request is not made, then the revised JMF will not apply to any mix placed prior to confirmation of receipt of the revised JMF.

A field adjustment **is** permitted under three **different** situations (**i.e 1-3**), **the details of which are given in subsection 1149.07.06 of OPSS 1149, as amended by the appropriate SP**.

Number of Permitted Changes

The number of field adjustments to the JMF is limited to two for each mix design submitted for a given item.

Maximum Permitted Change

Field adjustments must be limited in scope such that the net impact of all **of the** adjustments does not exceed any of the **requirements given in Table F (entitled “Maximum Field Adjustments for JMF Properties”) of the SP**, in comparison to the original JMF submitted under the current mix design.

When the job mix formula is changed, it should be documented on the pertinent weigh ticket and/or inspector's diary.

Test Results to Support Request For Field Adjustment

The request for a field adjustment to a JMF, under all situations requires **that test results be submitted** as supporting documentation. These test results may be those generated by the Ministry, if available, the Contractor's QC (Quality Control) and/or test results provided by a laboratory with CCIL type B certification, totalling a minimum of four plant checks. **Depending upon the situation involved, there are different requirements (see subsection 1149.07.06 of OPSS 1149, as amended by the appropriate SP).**

A form and its accompanying description, which is included in Appendix D, has been developed for the Contractor, in order to justify changes to the job mix formula. An electronic version of this form **is** available from the appropriate Regional Quality Assurance Section.

2-4 Lot Size and Sampling

The lot sizes for hot mix will be set at the Contract Administrator's discretion, in consultation with the Contractor. However, when the tender item quantity is 5,000 tonnes or more, the lot size for Aggregate Gradation, Asphalt Cement Content, Air Voids, Compaction and VMA will normally be 5000 tonnes with 10 equal sublots of 500 tonnes each. **The number of lots may be chosen** in accordance with **the guidelines given in Table I (entitled "Breakdown of the Tender Item Quantity Into Lots") of the SP**. Interruptions during paving and tender items with smaller quantities than 5,000 tonnes will be dealt with as detailed in the SP and this Section.

A set of three samples [see Table G in the SP and Notes 1) and 2)] of Chapter 1 for **sample size and frequency** will be taken for each subplot. The Contractor and Owner will each receive one sample to determine compliance for aggregate gradation, asphalt cement content, air voids and voids in mineral aggregates. The third sample from the set of three will be saved by the Owner and designated as a referee sample. For SMA mixes, one additional sample will also be taken from one of the sublots from each lot, which will be split into three (QA, QC and referee) **relatively equal** portions for determining its draindown characteristics. For each subplot, all samples will be taken from the same truckload and at the same transverse offset. More details regarding the sampling procedures are given in Chapter 1.

A set of three cores will also be taken from each subplot for compaction testing. All cores for each subplot will be taken at the same transverse offset and at a spacing of 0.5 to 1.0 m between each core (See Section 1-3 in Chapter 1). The Owner and the Contractor will each receive one core and the third core will be delivered to the Owner and saved for possible re-testing or referee testing.

If the item overruns, the planned lot size should be continued, taking random samples as required until the item is completed. After the samples for the last complete lot have been taken, the additional sublots should be treated in the same manner as for an interrupted lot, as shown in Section 2-4.2.

2-4.1 Paving on Bridge Decks and Staged Construction - All Item Quantities

The quality of hot mix on bridge decks is a major concern to the Ministry because of the severe consequences which can result from substandard material. To address this concern, the Contract Administrator, in conjunction with the Regional Quality Assurance Section, should treat hot mix placed on a bridge deck or **placed in** staged construction as a separate lot. The Contract Administrator should also consider including paving of the approaches to a bridge as part of the lot.

To determine the amount of testing that will be required **that** lot, the Contract Administrator must consider the consequences of accepting substandard material, the amount of material to be placed and the constraints (location and work load) of the Acceptance Laboratory. The Contract Administrator may also want to consider the quality of mix that was produced to date using that particular job mix formula.

2-4.1.1 Bridge Decks

For **Superpave and SMA mixes on bridge decks**, it is suggested that the lot be divided into 3 approximately equal sublots; each with one set of three samples [see Table G of the appropriate SP and Notes 1) and 2) of Chapter 1 for the sample size and frequency] at each sampling location. Test one of the samples from each of the three sublots and apply the results to the ERS system outlined in the SP and this Chapter.

To determine if the mix is rejectable for the lot, the aggregate gradation, asphalt cement content, air voids and compaction **must** comply with the limits specified in **Tables J to L of the SP**. **Note that, for other mixes, the method described in Clause 2-4.1.2 for construction in stages of less than 100 tonnes may also be used.**

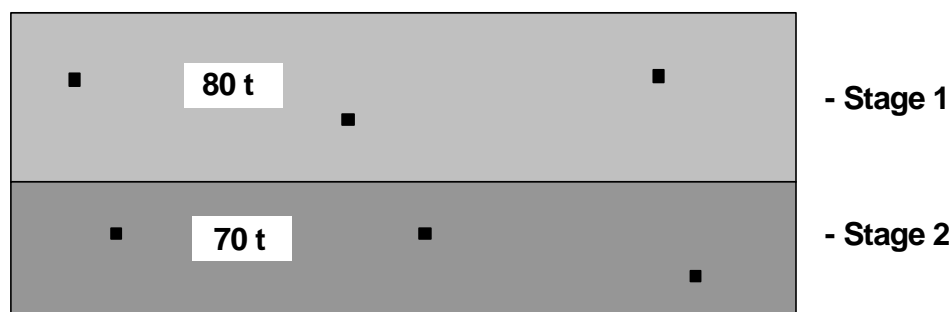
2-4.1.2 Staged Construction

When any construction stage is greater than 100 tonnes, the procedure described in clause 2-4.1.1 for bridgedecks should be used.

However, when a construction stage is less than 100 tonnes, it is **suggested that the lot be divided into 3** approximately equal sublots, each with one random set of three samples (see Table G of the appropriate SP and Notes 1) and 2) of Chapter 1 for sample size and frequency]. Test one **sample** from the set of three taken in any one of the three sublots and compare the results with the requirements listed in Tables J to L of the SP. If the sample is non-rejectable, then the lot will be paid for at the full contract price and the remaining samples will be discarded. However, if the tested sample is rejectable, then one of the three **samples** taken from each of the remaining sets of **three** samples will be tested and the results for all three samples will be applied to the ERS system outlined in the SP and this Chapter.

The following example illustrates the use of Option 2 applied to staged construction.

o **Example: Staged construction**



1. Take 3 sets of 3 samples for a particular stage.
2. One of the 9 samples is tested for acceptance and compared to the rejection criteria outlined in Tables J to L in the SP.
3. If non-rejectable - the Contract Administrator may recommend that all remaining samples be discarded. Full payment is given.
4. If rejectable - test one of the 3 **samples** for each of the remaining 2 **sets of three** samples and apply the combined ERS system using a separate lot for each stage

Note 1) For contracts containing SP 103F34 (Contractor testing for acceptance), the Contractor shall perform the above testing and the Owner may perform QA testing on samples from any location.

2-4.2 Item Quantity Greater Than 5,000 Tonnes

When the hot mix tender item quantity for **Superpave or SMA mixes** is 5000 t or more (3000 t for Open Friction Course), it will be permitted to have one lot not exceeding 500 t and consisting of one subplot. However, it should be noted that, for SMA, this single 500 t lot will be replaced by 2 to 3 trial lots (each divided into 3 sublots) with a total tonnage of up to 1000 t which will be placed in the binder.

This 500 t lot must be placed in a binder course (except for OFC or if the contract is single lift construction, where it must be placed in the surface course) and not in a critical location such as a bridge deck and may even be deferred to the next construction season. However, it must never be used to retroactively reduce price adjustments. To determine if the mix is rejectable for this 500 t lot, asphalt cement content, aggregate gradation, air voids and compaction must comply with the limits specified in Tables **J to L of the SP**. There must be one set of mix samples taken for the mix properties and three cores taken for compaction with n=3 being used to calculate the PWL. This lot will not be subjected to a payment adjustment unless the mix is rejectable. However, when the mix in that lot is rejectable, then the criteria for rejection, repair and payment reduction will apply.

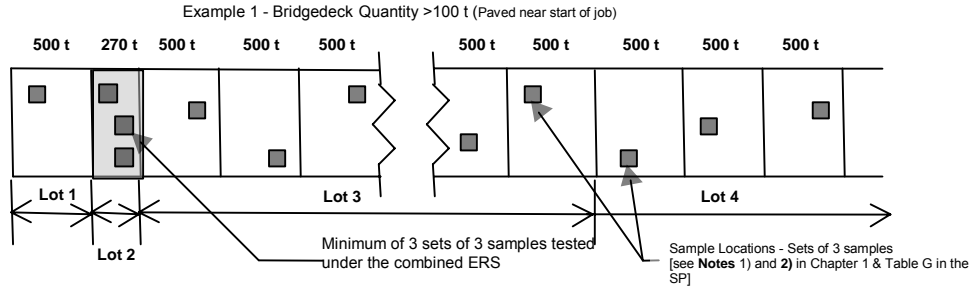
The remaining quantity of the tender item, will normally be divided into 5,000 t lots, each with ten equal sublots of 500 t each. Various ways of planning the location of these lots are shown in the examples (in the following pages) .

The quantity remaining after paving the last full lot will normally be treated as follows:

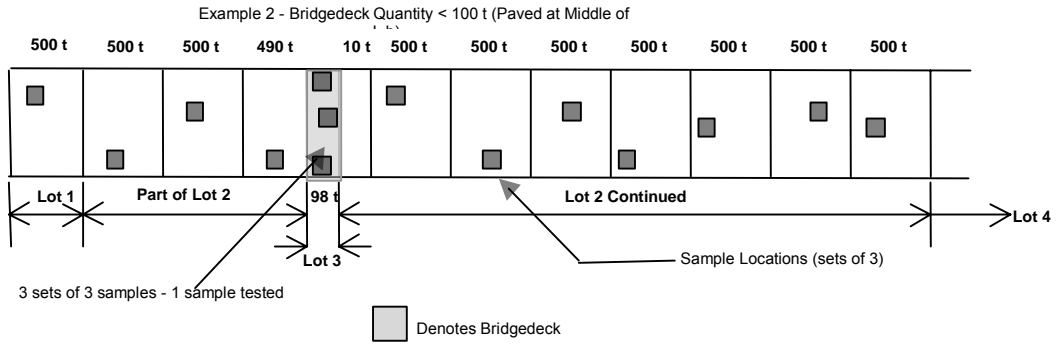
- a) If the remaining quantity is expected to be less than 1000 t, consider it as part of the previous lot.
- b) If the remaining quantity is expected to be greater than 1000 t, then the Contractor may request that the remaining quantity be considered as a separate lot with a minimum of three sublots.

Examples of the application of the ERS system when the item is greater than 5,000 t are as follows:

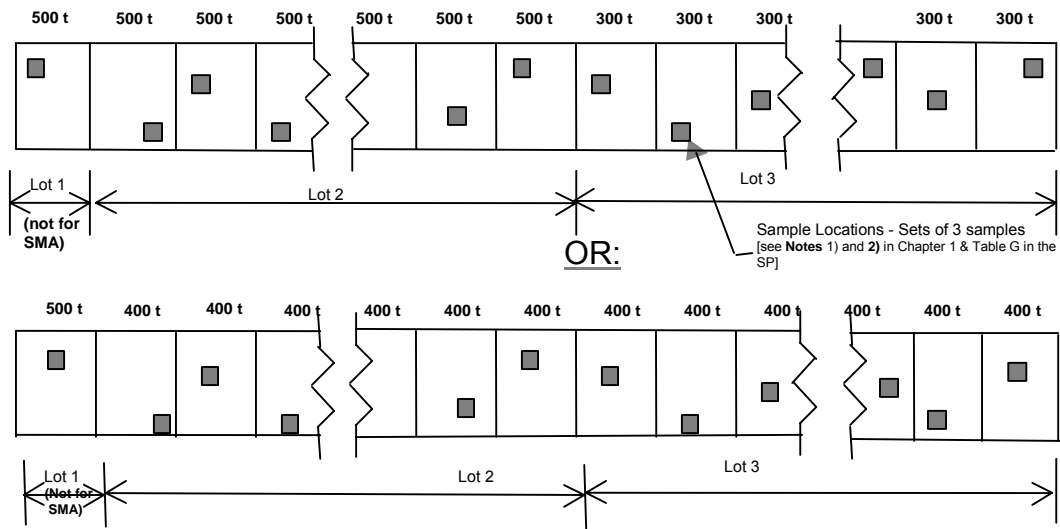
Paving of Bridgedecks - Item quantity = 15000 tonnes



OR:



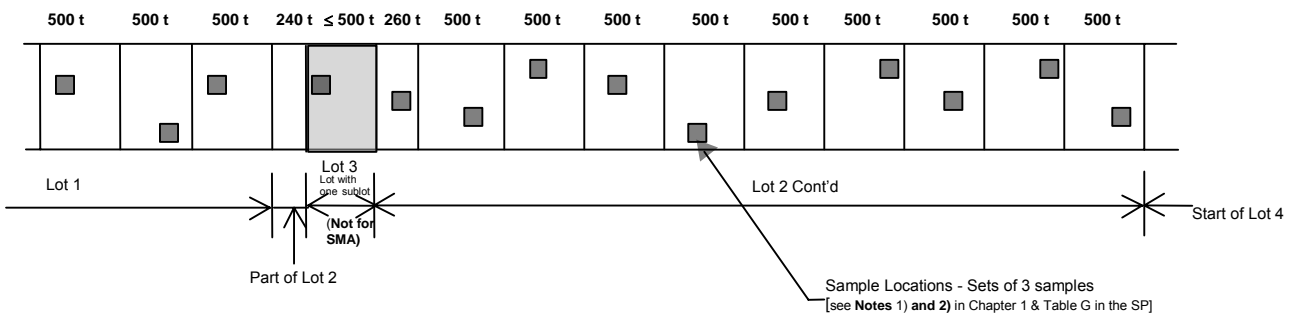
Example: Item quantity = 8500 tonnes



Example: Item quantity = 5200 tonnes

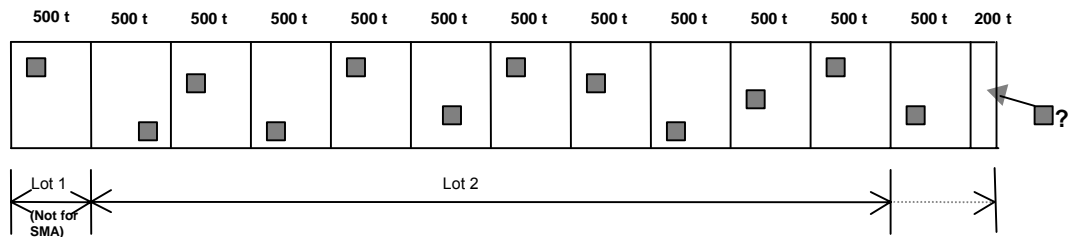


Example: Item quantity > 5000 tonnes



When only one or two sublots are completed at the end of the paving item, due to a change in the job mix formula or when a delay of more than 20 business days occurs in placing the complete lot, then the test results obtained for the one or two sublots will be considered as part of the previous lot and the previous lot will then have eleven or twelve sublots. When three to nine sublots are completed due to the above circumstances, then the three to nine sublots will be considered as a lot. However, when a delay of more than 20 business days occurs in placing the complete lot, prior to the end of the 20 business days, at the Contractor's request in writing to the Contract Administrator, the lot may be completed upon the resumption of paving for that item.

Example: Interrupted sequence of paving due to unforeseen stoppage or change in Job Mix Formula



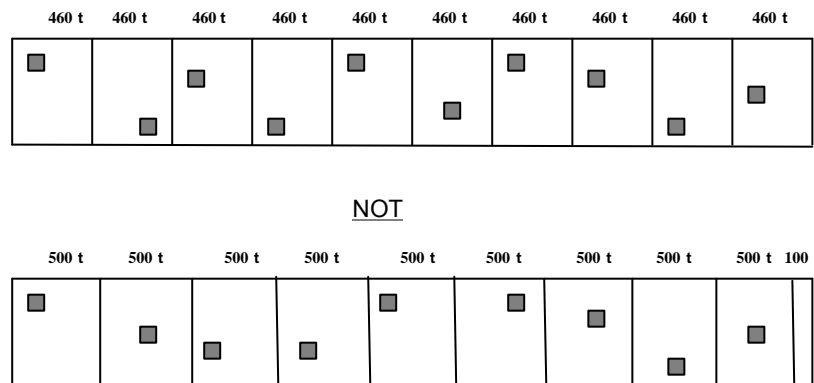
Note: 2) The last 200 t shown in the diagram (referred to by the “?”) would be a subplot if, by random numbers, a sample was required to be taken. Regardless of whether or not a sample is to be taken, the 200 t is included in the total quantity of the previous lot.

2-4.3 Item Quantity 1,000 Tonnes to 5,000 Tonnes

When the tender item quantity is between 1000 t and 5,000 t the quantity will normally be considered as one lot. The lot/sublot sizes can be reduced at the discretion of the Contract Administrator and after discussion with the Contractor. If possible, the subplot sizes should be of equal size. A minimum of three sublots have to be completed and tested to constitute a lot in order that the ERS system may be used.

An example of the use of the testing regime to be used is as follows:

Example: Item Quantity = 4600 tonnes



2-4.4 Item Quantity Less Than 1000 Tonnes

When the item quantity is less than 1000 t, the lot/sublot sizes will be determined by the Contract Administrator based on individual circumstances. For item quantities less than 1000 t, the hot mix may be accepted by the Contract Administrator based upon such testing as is deemed necessary by the Contract Administrator to determine substantial conformance with the contract. When three or more tests have been completed, for a lot, the material will be accepted at the full contract price, subjected to a payment reduction or rejected as detailed in the special provision.

The amount of testing to be performed on a lot will depend on the consequences of accepting substandard material, the amount of material to be placed and the constraints (location and work load) of the Acceptance Laboratory.

2-5 Density Testing and Reporting of Results

2-5.1 Density Testing of Hot Mix Aggregates and Calculating VMA (“SP 103F34”)

For contracts containing the Special Provision “SP 103F34”, the Contractor must report the QC density testing of aggregates and RAP which was done for the purpose of developing mix designs for each mix type in the Contract. The testing may be performed during the production of each aggregate and RAP (if RAP is included in the mix) or during the stockpiling of the materials at the hot mix plant.

During HMA production, the Contractor is required to procure samples, conduct density tests for RAP and each aggregate identified in the mix design for each mix type, and report the resulting combined aggregate densities.

The calculation of QC VMA **is** based on the process control bulk relative densities of aggregates obtained during the mix design process, or **the values that are** submitted with the revised mix design as permitted in the specification, averaged with the determination of densities on the specified QC samples obtained during HMA production. For QA purposes, the calculation of VMA **is** based on testing carried out on samples submitted with the mix design, or the revised mix design if applicable, averaged with the determination of densities on the specified QA samples obtained during HMA production. For both QC and QA, results for aggregate density test results for samples taken during HMA production **are** applicable only to the lots subsequent to the lot during which they were taken. **The conditions for referee testing are given in Subsection 2-7.2.1.**

Contracts with SP 103F34, dated September 2004

For contracts containing SP 103F34, dated September 2004, the following procedure has been included for density testing of aggregates and RAP:

The first set of aggregate samples must be taken in the first lot with more than one subplot and subsequent samples must be taken during the production of every alternate lot of hot mix. All sampling should be carried out when approximately half of the tonnage for the lot has been placed. The bulk relative density of each aggregate is measured and the combined aggregate density is calculated using the following formula:

$$i) \quad G_{sb} = \frac{100}{\frac{P_1}{G_1} + \frac{P_2}{G_2} + \dots + \frac{P_N}{G_N}}$$

where: G_{sb} is the bulk relative density for the combined aggregates;
 $P_1, P_2,$ and P_N are the percentages of each aggregate by mass;
 $G_1, G_2,$ and G_N are the bulk relative densities of the individual aggregates; and
 N is the number of aggregates involved.

The VMA for each subplot is calculated from the bulk relative density for the combined aggregates as well as the bulk relative density of the mix and the %AC by mass determined from the plate samples in accordance with the following formula:

$$ii) \quad VMA = 100 \left(1 - \frac{G_{mb}(1 - \%AC)}{G_{sb}} \right)$$

where: G_{mb} is the bulk relative density for the mix determined from plate samples and;
 %AC is the percent asphalt cement content by mass determined from plate samples.

Contracts with SP 103F34, dated March 2006 (i.e. the Opt-In)

This year the following four main changes are being made to SP 103F34 to improve the test methods and facilitate the contract administration of VMA:

- a) The first set of aggregate and RAP samples must be taken within 10 days prior to the start of production for the first lot of hot mix. Subsequent samples will then be taken immediately following the completion of 15,000 tonnes and at intervals of 20,000 tonnes of hot mix, thereafter.
- b) The calculation of VMA will now be based on the densities of the blended coarse and the blended fine aggregates (instead of mathematically combining the densities of the individual aggregates for the coarse and fine).
- c) VMA will now be calculated to two decimal places.
- d) For the aggregate density testing, if the difference between QA and QC testing is less than or equal to 0.010, then the QC value will be used for calculating VMA. However, when that difference is between 0.011 and 0.020, the value used will be the mean of the two. Referee testing will only be invoked, when the difference between the QA and QC values is greater than 0.020.

Since it is going to take some time to incorporate these changes into the standard specifications and special provisions, for this year, contractors will be permitted to have access to these improvements through an opt-in agreement. The opt-in is on the basis of a “non-compensable change” to the contract. Therefore if a contractor wants to opt-in, then the Contract Administrator will issue a Change Order with a Price Agreement for “zero” dollars. The change order, which can be used, is shown at the end of this Subsection. The following documents will also be included in the package:

- 1) Special Provision No. 103F34 Modified for Opt in Agreement, dated March 2006
- 2) Special Provision No. 103F40 Modified for Opt in Agreement, dated March 2006
- 3) Special Provision No. 110F12, dated December 2005

in addition to the latest revisions (No. 23) to LS-604, 605 and 629.

“Opt-In” for Changes to VMA

Attachment No. _____ to Change Order No.: _____

DESCRIPTION OF CHANGE IN THE WORK:

MODIFICATIONS PERTAINING TO AGGREGATE SPECIFIC GRAVITIES (RELATIVE DENSITIES) for VMA determination and for the determination of Uncompacted Void Content of Fine Aggregate.

1. Special Provision Number 103F40, dated September 2004, is replaced with the attached modified version of this document, dated March 2006, with the exception that **Clause 1149.04.01 Mixture Requirements for Design Purposes** shall remain unchanged. The referenced LS test methods (LS-604, Rev. 23 Method of Test for Relative Density and Absorption of Coarse Aggregate, LS-605, Rev. 23 Method of Test for Relative Density and Absorption of Fine Aggregate) and LS-629, Rev. 23 Method of Test for Uncompacted Void Content of Fine Aggregate are also attached.
2. Special Provision Number 103F34, dated September 2004, is replaced with the attached modified version of this document, dated March 2006, with the exception that the delivery requirements for samples of hot mix and cores shall remain unchanged.
3. Special Provision Number 110F12/110F12M, dated _____ (CA to insert date of SP in the Contract), is replaced with the attached version of this document, dated December 2005, with the exception that the delivery requirements for samples shall remain unchanged.
4. The changes will apply to all hot mix items on this Contract for which paving has not started. It will also apply to any hot mix item with more than 5000 tonnes remaining to be placed on this Contract as of the date of this Change Order.

2-5.2 Reporting Test Results

The ERS system requires that the test results from a number of sublots be used to determine the acceptability of a lot with the exception for the lot with one subplot (or for SMA, the 2 to 3 trial lots in the binder which replace the lot with one subplot) which is allowed for an item with greater than 5000 t.

The results of the extraction tests may be reported on form PH-CC-249, END RESULT SPECIFICATION - HOT MIX - EXTRACTION TEST RESULT FOR GRADATION AND AC **are shown at the end of this Subsection.** The BRD's, MRD's, % compaction and thickness measurements taken from each core sample may be reported on form PH-CC-255 98-05, HOT MIX - COMPACTION ACCEPTANCE AND PRICE ADJUSTMENT SHEET (shown later in this Chapter). It should be noted that computerized versions of either of the two forms are also acceptable.

As the QC tests are completed and received by the Contract Administrator, the QA test results for each subplot can be made available to the Contractor. However, no indication is to be made as to the acceptability or otherwise of the hot mix, based on these individual results.

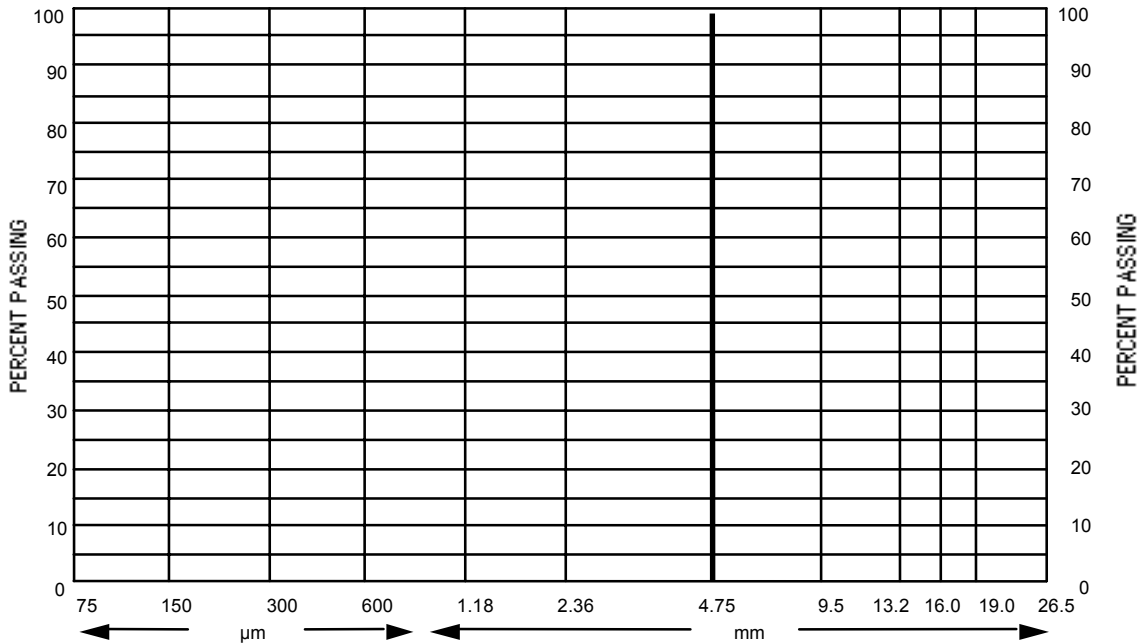
The test results from the extraction tests, compaction testing and air voids from each subplot are used to determine a combined payment factor. **For lots with 3 or more sublots,** a computer program has been developed to calculate the combined payment adjustment based on all applicable attributes (see Chapter 3.0). An example of the form entitled "**ERS 2005 - HOT MIX QC/QA Comparison and Payment Factor Calculation**", **which is generated from such calculations, is shown at the end of this Subsection.**

**END-RESULT SPECIFICATION
HOT MIX - EXTRACTION TEST RESULT FOR GRADATION AND AC**

Contract No.		Highway		<input type="checkbox"/> Surface <input type="checkbox"/> Binder, course number ____. <input type="checkbox"/> Levelling <input type="checkbox"/> Plate sample <input type="checkbox"/> Screed auger sample <input type="checkbox"/> Truckbox sample <input type="checkbox"/> Core number ____. (Core test result not for QUADB input)
Item No.		Station		
Mix Type		Offset		
Job Mix		Lane		
Formula No.		Lot Size		
Date Sampled		Lot No.		
Time Sampled		Sublot No.		

Mass of Test Portion (Moisture Free)		Remarks
Total Mass of Extracted Aggregates (Dry)		
Mass of Extracted Aggregates After Washing (Dry)		

AC / Sieves	AC	26.5	19.0	16.0	13.2	9.5	4.75	2.36	1.18	600	300	150	75	Pan
Job-Mix Formula														
Cumulative Mass Retained														
% Passing														
% Swingback														



The sample was delivered to the laboratory on (date) _____ at (time) _____.

The above information was telephoned to the Contractor's designated representative on (date) _____ at (time) _____.

Testing laboratory location and name _____

Testing technician's name (print please) _____

A copy was faxed to / left with the Contractor's designated representative on (date) _____ at (time) _____.

Laboratory Rep. Signature _____ Contractor Rep. Signature _____

White-Regional Quality Assurance; Canary-Contractor; Pink-Project Supervisor; Golden Rod-Const. Supervisor/Originator
PH-CC-249 91-02

HOT MIX - COMPACTION ACCEPTANCE AND PRICE ADJUSTMENT SHEET

Contract No.	<input type="text"/>	Lot No.	<input type="text"/>	Original Test Results <input type="checkbox"/>
Item No.	<input type="text"/>	Lot Size	<input type="text"/>	Retest Results <input type="checkbox"/>
Mix Type	<input type="text"/>	Number of Sublots	<input type="text"/>	<input type="checkbox"/> Surface
Region	<input type="text"/>			<input type="checkbox"/> Binder Course Num. _____
Highway	<input type="text"/>			<input type="checkbox"/> Leveling / Padding

Granular - G
 *Immediate Substrate : Hot Mix - HM / ML (if Milled)
 Concrete - C

Sub-lot #	Station and Offset from Centreline For Each Sublot	Date Paved	Date Sampled	*Immediate Substrate	Lift Thickness (mm)	Correction Factor for Thickness	Bulk Relative Density (BRD)	Maximum Relative Density (MRD)	**Percent Compaction (Based on Individual MRD)
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

<p>**Percent Compaction = $100 \times \frac{BRD}{MRD} + C$</p> <p>Where: C = Thickness Correction Factor (0.1% for each whole millimetre that the individual pavement course thickness is less than 40 mm)</p>	<p>Lot Mean Thickness <input style="width: 50px;" type="text"/></p> <p>Lot Mean MRD <input style="width: 50px;" type="text"/></p> <p>Lot Mean for Compaction <input style="width: 50px;" type="text"/></p> <p>Lot Standard Deviation for Compaction <input style="width: 50px;" type="text"/></p>
---	---

The Contractor's designated representative was informed of the above on (date) _____ at (time) _____.

Ministry Rep. Signature _____ Contractor Rep. Signature _____

Comments: _____

2-6 Acceptance

The “Combined” ERS bases the acceptance of hot mix on a lot-by-lot basis. Aggregate gradation of **four sieves (i.e. the “designated large sieve”, the 4.75mm, 600µm and 75µm sieves)**, asphalt cement content, air voids, VMA and compaction are accepted based on the percent within limits (PWL) of the lot. An example is given **at the end of this Chapter**.

For contracts which contain SP **103F34**, the Contract Administrator will determine the acceptability of the mix based on test results generated by the Contractor, provided that those test results meet the requirements for **the comparison of QA and QC results. For Superpave and SMA mixes**, the Contractor will test one sample for A.C. content, aggregate gradation, the percent air voids, and voids in the mineral aggregate. One core from each subplot will also be tested by the Contractor to determine Percent Pavement Compaction.

For contracts which contain SP **103F35**, the Contract Administrator will determine the acceptability of the mix based on the Owner’s test results. The Owner will test one (plate) sample for **the same attributes described in the previous paragraph**.

It should be noted that Contractors will not be allowed to opt-in to the latest version of either SP.

The mean and standard deviations of the test results for each attribute measured from samples taken from each subplot are calculated according to the following formulae:

$$(1) \quad \bar{X} = \frac{\sum x_i}{n}$$

$$(2) \quad s = \sqrt{\frac{\sum (x_i - \bar{X})^2}{n - 1}}$$

Where: \bar{X} = the lot mean, s = the sample standard deviation
 x_i = the individual value or test result
and n = the number of samples in the lot

The **Percent Within Limits (PWL) for each attribute is then calculated based on the appropriate lower and upper specification limits (LL and UL, respectively) given in Tables J to L of the SP and the formulae and Table 1 which are given in Appendix C.**

The payment factors for the **all of the** different attributes are **then combined together** to obtain the Total Payment Factor for each lot according to the method and equations outlined in **Section 313.10 of OPSS 313, as modified by the SP**. An example can be found at the end of this Chapter.

For SMA Only

For SMA only, the percent within limits calculations for air voids will be carried out for information purposes only.

It has been agreed with Industry that, until more experience is gained with SMA, an interim Air Voids Administration Procedure will be in place. In this procedure, a lot will be considered acceptable with respect to air voids, if the mean of the test results for that lot is greater than or equal to 2.5% and less than or equal to 5.5%, as long as no individual test result for a

sublot is less than 2.0% or greater than 6%. A lot will be considered rejectable, if the mean of all of the test results within that lot is either less than 2.5% or greater than 5.5%, while an individual sublot will be considered rejectable, if its test result is less than 2.0 percent or greater than 6.0 percent air voids.

In addition for SMA, the Contractor will also be required to test one sample from each lot (i.e. the additional 10 kg sample chosen from one of the sublots) to determine its "Draindown" characteristics. If either the QC or QA samples are found to exceed the 0.3 percent requirement for this test, then the referee sample will also be tested for information purposes. Again this year, if the mix exceeds the 0.3 percent requirement but does not initially indicate the presence of "fat spots", the mix will not be removed but will be monitored for performance. However, if such fat spots begin to develop at a later time then they will be treated as any other visual deficiency (see Section 5-2).

2-7 Re-testing For Outliers / Referee Testing

Either the Contractor or the Ministry may challenge the validity of one of the results within a lot as an outlier.

For Contracts containing SP **103F35**, the Contractor or the Owner may challenge one, two or all sublots from a lot through referee testing. However, for Contracts containing SP **103F34**, challenges may only be settled by referee testing of all sublots. Details of these mechanisms are included in the following subsections.

2-7.1 Challenging an Individual Test Result as an Outlier

The Contractor or the Contract Administrator may question an individual test result from the original (i.e. first) set of results only when the payment factor for that lot is less than 1.0. VMA is excluded from outlier challenges. The challenge must be made within three (3) business days of the Contractor and Contract Administrator having received all of the test results for that lot.

When the result from one of the tests is challenged as an outlier, the "T" test is used to determine whether the result is either typical of or is not typical of the population. If it is not typical of the population, then it is considered to be an "OUTLIER" and may be replaced with another test result. The identification of an outlier does not mean that the sampling or testing was performed incorrectly but only that it is not typical of the lot.

Outliers are identified through the principles of a normal distribution curve (i.e. values that are at the outside edges of the "bell curve" are unrepresentative of the group mean). A 10% significance level [see **Note 5**] given later in this Chapter] is used for the "T" test.

The precision that should be used for recording individual test results and the lot mean and standard deviation which are used to calculate the "T"-values used in the "T" test are shown in Table **2-1**.

Table 2-1 - Precision to Be Used When Conducting a "T" Test

Parameter	Individual test results	Lot Mean	Lot Standard Deviation
Aggregate Gradation (%)	1 decimal place	3 decimal places	4 decimal places
Asphalt Cement Content (%)	2 decimal places	3 decimal places	4 decimal places
Air Voids	1 decimal place	3 decimal places	4 decimal places
Pavement Compaction (%)	1 decimal place	3 decimal places	4 decimal places
Final Calculation for "T"	3 decimal places	3 decimal places	3 decimal places

Note: 3) When conducting the "T" test, all rounding should conform to LS-100 (given in Appendix C).

Two examples illustrating the use of the "T" Test, Table 2-2 ("Critical Values for the "T" test) and the required precision (Table 2-1) are given below:

Examples from Extraction Test Results

Example 1	Lot No.	4
	<u>Sublot No.</u>	<u>AC content (%)</u>
	1	4.65
	2	4.82
	3	4.93
	4	4.75
	5	4.86
	6	5.18
	7	4.63
	8	4.99
	9	4.81
	10	4.63

An inspection of the ten test results, shown in Example 1, might suggest that the asphalt cement content value of 5.18 % for subplot 6, may not come from the same population as the asphalt cement contents determined from the samples taken from the other nine sublots. In order to test this hypothesis, it is first necessary to determine the mean \bar{X} , and standard deviation, s for the ten values:

$$\bar{X} = 4.825; \quad s = 0.1758$$

In order to avoid negative numbers, the absolute value of the difference between the value being tested and the mean of all of the test values is used in equation (3) for m=6:

$$(3) \quad T_m = \frac{|X_m - \bar{X}|}{s}$$

$$T_6 = \frac{|5.18 - 4.825|}{0.1758} = 2.019$$

From Table 2-2, for n = 10 (i.e. for ten test results), we observe that the upper 5 % Significance Level is 2.176. Since 2.019 is less than or equal to 2.176, it is reasonable to conclude that the value of 5.18 is not significantly high and that there is a very good chance that it comes from the same population as the other nine values.

Table 2-2 - Critical Values for the “T” Test When the Standard Deviation is Calculated From the Same Sample

Number of Observations	10% Two-Sided Significance level (Upper or Lower 5% Significance Level)
3	1.153
4	1.463
5	1.672
6	1.822
7	1.938
8	2.032
9	2.110
10	2.176
11	2.234
12	2.285

Example 2

Lot No.

8

Sublot No.

% <4.75mm sieve

1	51.0
2	62.8
3	54.6
4	52.1
5	55.8
6	53.2
7	49.7
8	50.9
9	55.6
10	53.8

An inspection of the ten results, shown in Example 2, suggests that the value of 62.8 % for subplot 2 may not come from the same population as the other values. The mean of the ten values, $\bar{X} = 53.950$ and the standard deviation, $S = 3.7263$. From these values, we therefore compute T for subplot 2:

$$T_2 = \frac{|62.8 - 53.950|}{3.7263} = 2.375$$

From Table 2-2 for n = 10, we observe that the lower 5 % Significance Level is 2.176. Since 2.375 is greater than 2.176, it is reasonable to conclude that the value 62.8 for subplot 2 is not likely to have come from the same population as the other nine values. Further investigation of the doubtful value is, therefore, warranted.

If the outlier test procedure indicates that the test result is not valid, then the result will be discarded, unless there is an obvious error in the calculations or in the transposing of the numbers. If there is no obvious error, then the third sample from the set of three (or third core from the set of three) will be tested. The sample will be tested by the Contract Administrator or the Contractor (depending upon **which SP** is in the Contract (See Subsection 2-7.2) and the results used in the calculations for payment adjustments will be binding on both the Contractor and the Owner.

- Notes: 4)** There may be cases where the precision of intermediate steps (i.e mathematical operations on individual test results) required for final calculation of a “T” value may not be clearly stated either within the Contract or this Field Guide. As a result, the Contractor’s calculations for the “T” test may be based on slightly different assumptions of precision for these intermediate steps than the calculations carried out by the Ministry’s representative. Where this is the case, the Contractor’s calculations should be accepted, provided that he has used the appropriate precision and rounding procedures wherever they have been specified.
- 5)** The Ministry ’s position is that outliers could occur on either side of the mean value but not on both sides simultaneously. The maximum risk of erroneously rejecting a result which comes from the same population as the other values (i.e. the significance level) is set at 10%. This means that values on the outside 10% of the population are considered to be outliers. This significance level (two-sided) is the same as a 5% significance level on the low side and a 5% significance level on the high side.
- 6)** For contracts containing SP **103F35**, the results from outlier testing will be used for any subsequent referee challenges involving the same subplot. Therefore, if the referee sample is tested for an outlier of Asphalt Cement, Gradation, or Air Voids, the sample will also be tested for the other two criteria in case the results are needed for a subsequent referee challenge.
- 7)** For contracts containing SP **103F34**, the replacement result for the outlier may be obtained from the Owner’s result for the affected subplot if the owner tested that sample, or the Contractor can test the referee sample and forgo referee privileges for the affected lot.

2-7.2 Referee Testing

Depending upon the conditions described in the appropriate SP, referee testing may be requested. If referee testing is invoked, then the referee laboratory will be selected by the Contract Administrator from a Roster Rotation List, **which is** maintained by the Owner for this purpose. This list has Regional zones which allows local laboratories to participate in the process and reduce the transportation distance that some samples must traverse (particularly from contracts in the Ministry's Northeastern and Northwestern Regions).

The Contract Administrator will be responsible for the delivery of the referee samples to the selected laboratory. Both parties will be permitted to observe the testing. Most referee laboratories have specific protocols for observing their testing which should be adhered to.

The referee test results will be binding on both the Contractor and the Owner and no further testing will be done except that, when repairs are carried out, the lot will be re-evaluated as specified under "Repairing and Re-evaluating".

2-7.2.1 Contracts Containing SP 103F34

For contracts containing **SP 103F34**, testing by an independent third party referee is available to assess the quality of hot mix, regardless of the differences in the test results generated by the Quality Control and Quality Assurance laboratories.

The Owner or Contractor may invoke referee testing of the entire lot **within 5 business days of the Contractor receiving the Contract Administrator's calculated QC and QA payment factors for the lot for the conditions described in Table H of SP 103F34 and in clause 313.08.02 of OPSS 313, as amended by the addition of clause 313.08.02.01.03 in SP 103F34. In addition, for SMA**, either party can request referee testing for draindown.

Referee Testing for VMA

For Contracts containing "SP 103F34", when the combined aggregate density determined by a QA laboratory is within 0.020 of the mean combined aggregate density used by the QC laboratory, the aggregate densities will be deemed to be in agreement and the referee laboratory must use the mean QC combined aggregate density in calculating the VMA. However, if the mean QC and QA combined densities are not in agreement, then the referee laboratory must conduct aggregate density testing on samples supplied to it for this purpose. These samples must be the last samples taken prior to the start of the lot being subjected to referee testing. The combined aggregate density result must be compared to the mean QC and QA combined aggregate density results, and the referee calculation of VMA must be based on the result which is closer to the referee result or the referee result itself, if it is exactly in between the QC and QA combined aggregate density test results.

2-7.2.2 Contracts Containing SP 103F35

For contracts containing **SP 103F35**, the Contractor or the Contract Administrator **can request referee testing** for one subplot per lot, two sublots per lot or an entire lot. **In addition, for SMA**, either party can request referee testing for draindown **only**.

Referee testing, for a given lot, can be invoked within 5 business days of the Contractor receiving the Contract Administrator's calculated payment factors for the lot. Referee testing may be invoked under the conditions given in Table H of SP 103F35 and described in Subsection 313.08.02 of OPSS 313, as amended by the addition of clause 313.08.03.04 of SP 103F35. However, before it is decided to go to

referee testing, it is recommended that the **Senior Engineer in the Bituminous Section at Head Office, who is responsible for the applicable Region**, be contacted at **(416)-235-3715**.

2-7.2.3 Outliers in Referee Results

For Superpave and SMA mixes, when an outlier is identified in referee test results, then the subplot containing the outlier will be treated as a lot with one subplot for both mix properties and compaction (or air voids, when only air voids is subject to referee testing, and compaction for SMA). The remaining sublots will then form a separate lot. There will also be a 50/50 cost sharing between the Owner and the Contractor for referee outlier testing, as stated in the **SP**.

2-8 Repairing and Re- Evaluating

When the Contract Administrator requires that a rejectable lot be repaired or the Contractor elects to carry out repairs in lieu of accepting a payment adjustment, then the Contractor must determine what areas of hot mix in a lot are to be repaired.

Prior to that repair, the Contractor must take a slab sample or clusters of cores to provide sufficient material for the testing that is required for A.C. content, Gradation and Air Voids and/or Compaction in the unrepaired area and within one metre of the limits of each end of the repair area.

Whenever repair work is to be carried out, the Contractor **has to** determine the area(s) to be repaired. However, the Ministry will determine where the original sublots actually started and ended using weigh ticket information and/or diary records. The Ministry should not give any advice regarding the areas to be repaired other than ensuring that all pertinent test information is available to the Contractor on request. The Contractor should be permitted to undertake additional testing at no cost to the Ministry, if the Contractor wishes, **in order** to verify the extent of the rejectable material.

Both ends of each repair area selected by the Contractor must be extended by one metre **and a sample taken from each of the extended ends**.

When repairs are made to all or part(s) of a lot, the lot will be re-evaluated.

If there is only one repair area in a lot, then the unrepaired area of the lot will form a lot and the repaired area will also form a lot (see the Case #1 example, given later in this Chapter). The samples for the **new lot consisting of the** unrepaired area must consist of the original unrepaired subplot samples and the two samples described above taken from within the **one metre extended ends** of the repair area.

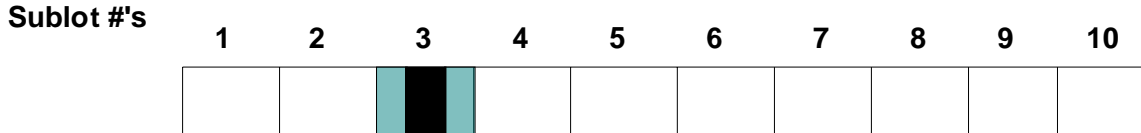
If there is more than one repair area in a lot, then the repaired locations will be considered as one lot, the unrepaired areas of the repaired sublots will be considered as one lot and the remaining sublots of the original lot which were not repaired will be considered as a third lot (see the Case #2 example, given **at the end of this Subsection**). The samples for the lot of **all of the** unrepaired areas of the **original** repaired sublots will **also** include the samples described above **which were** taken from within **the** one metre **extended ends** of **all of the** repair **areas**. The lot of the remaining unrepaired sublots will have the original test results re-evaluated using the new number of sublots.

If there are only one or two sublots in a lot which are not repaired, then the Contract Administrator will include those sublots as part of the previous or next lot. The Contract Administrator in conjunction with the Contractor will determine the number of sublots for the repair lot.

Each of the modified (or new) lots will then be re-evaluated.

The repaired area must be tested for all criteria. The unrepaired areas of the repaired subplot(s) **will** be tested only for the criteria which were subject to penalties in the original test results. The lot of unrepaired sublots will be re-evaluated using the new number of sublots. If the repair location is less than 500 tonnes, the Contract Administrator in conjunction with the Contractor, may decide to include it as part of the current lot being produced.

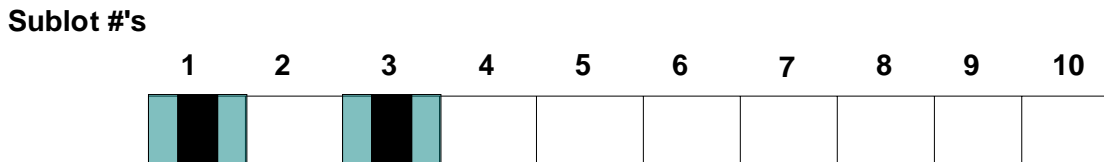
Case # 1 - One Repair Area in the Lot



Original Lot, n = 10

- | | |
|--|--|
| <p>A Repairs</p> <p>B Unrepaired area of repaired sublots</p> <p>C Unrepaired sublots</p> | <p>Repairs: Lot 1(A), Minimum n = 3</p> <p>Lot 2(B & C Combined), Minimum n = 11</p> |
|--|--|

Case # 2 - More Than one Repair Area in the Lot



Original Lot, n = 10, Two repair areas in different sublots

- | | |
|--|---|
| <p>A Repairs</p> <p>B Unrepaired area of repaired sublots</p> <p>C Unrepaired sublots</p> | <p>Repairs: Lot 1(A), Minimum n = 3</p> <p>Lot 2(B), Minimum n = 4</p> <p>Lot 3(C), Minimum n = 8</p> |
|--|---|

2-9 Mixes That Are Difficult to Compact due to “Unmanageable Factors”:

In the past, the ORBA have presented concerns to the MTO related to a Contractor’s ability to deal with “Unmanageable Factors” which may effect compaction but are beyond the Contractor’s control during the paving operation. Unmanageable factors include such things as:

- areas that are unable to provide adequate support for the compaction operations (possibly due to poor subgrade conditions) or;
- changes in substrate conditions within the same lot (e.g. granular base, unmilled hot mix, milled hot mix), that cause an increase in the lot standard deviation.

Note that the weather is uncontrollable but not unmanageable because Contractors are able to reschedule work/change operations accordingly.

The following interim procedure was developed by the Bituminous Section to determine if there are “Unmanageable Factors” and then, if they are found to be unmanageable, to waive the payment reduction on the affected lots. The procedure was included in a memorandum, dated February 20, 1996 to the Managers of Construction.

1.0 Initial Notification

The Contractor shall notify the Contract Administrator with supporting Process Control test results immediately upon becoming aware of an apparent unmanageable factor(s) but no later than 1 business day of receiving MTO test results for the lot. The Contractor may also request that the lot be re-tested and he shall be notified when re-testing will take place.

2.0 Quality Control Documentation Submission Review

The Contractor shall submit a report within 2 days of the initial notification containing the following:

- the production rates and mix temperatures (discharge and road) for each day of paving;
- all process control results with corresponding MTO results for all lots placed prior to the lot(s) in question;
- the details of the rolling patterns, weights, types and OPS classification of the compaction equipment that was used for all lots;
- details of the daily weather during paving;
- the type and condition of the substrate(s) on which all the lots were placed;
- any other relevant mix, aggregate, or production and placement information and;
- a clear and concise statement of the Contractor’s opinion on what factor(s) was unmanageable and how this affected the test results.

The report shall be a well-organized document with charts or other data summaries to illustrate the Contractor’s position and shall clearly lay out the steps that he has taken to improve and detail the results achieved.

The Ministry will review the submission for completeness and advise the Contractor if the submission is incomplete. If the submission is incomplete, then the Contractor can resubmit the report with additional documentation to continue the appeal or he can abandon the appeal.

The report will be made available to a mutually agreed upon advisor, if one is needed.

3.0 Independent Compaction Advisor

The Contractor or the Contract Administrator, in conjunction with the Quality Assurance Section and the Bituminous Section, shall determine whether a mutually agreed upon independent compaction advisor will be needed to help with the review. The fees for the advisor shall be equally shared by the Contractor and the MTO.

The advisor shall assist by reviewing and recommending changes to the Contractor's operation and/or mix design and discuss the probable reason(s) for the poor compaction. The MTO decision will be as outlined in Section 5.0.

4.0 Field Demonstration Review

When the Contractor notifies the Contract Administrator that there is an apparent unmanageable factor, the MTO will arrange to review the paving and compaction operations of the mix.

Prior to the review, a meeting shall be held to discuss how, what, when and where the demonstration and review will be done. The purpose is to agree on production rates, mix temperatures, equipment options, etc. The meeting shall be attended by representatives of the Contractor (with his Subcontractors as desired), the Contract Administrator, the Quality Assurance Section, the Bituminous Section, and the independent compaction advisor, if applicable.

The Contractor shall demonstrate the use of different equipment, rolling patterns, mix temperatures and production rates for a period not to exceed the lesser of 1 day or a quantity of 1500 t.

The demonstration shall attempt to duplicate as closely as possible the weather, substrate and all other conditions that existed when the poor results were achieved provided these conditions met the Contract requirements.

The Contractor shall co-operate with MTO, or a mutually agreed upon advisor, to try different rolling patterns, mix temperatures, production rates or equipment recommended by the MTO or the advisor. The contractor is not expected to provide compaction equipment beyond that outlined in Table V of OPSS 313 for the demonstration.

The MTO will accept the Contractor's process control results for the demonstration only if the results have been comparable to MTO's results on the previous lots. Otherwise MTO will require that the Contractor take cores and pay for MTO testing. The Contractor shall submit the process control results to the Ministry and the advisor (if involved) within one business day of completion of the field demonstration.

The application of the ERS for compaction will be suspended for the demonstration. It shall be applied for lots prior to and after the demonstration, if no unmanageable factor is proven.

The advisor (if applicable) shall submit a brief report on the details and findings of the field demonstration to all representatives who attended the field demonstration review meeting within 3 business days of completion of the field demonstration.

5.0 MTO Decision

The MTO will review the information submitted by the Contractor, together with the MTO's own records and the report of the advisor, if applicable. The MTO will give its decision and reasons within 10 business days of receipt of a complete submission of the documentation from the Contractor. During this period, the Contractor has the option to continue paving at his own risk.

An unattributed brief summary of the findings of each appeal is to be distributed to ORBA and the Regional Managers of Contracts by the Bituminous Section within three months of the decision. It is expected that this information will be shared by ORBA throughout the industry and communicated at the MTO/Contractor prework/prepave meeting.

Note: 8) The MTO considers it critical that the Contractor provide “Evidence” in the form of both documentation and a field demonstration, in order for the appeal to be successful. In the event that a field demonstration is not possible on MTO work, the MTO may accept a demonstration on work done for others with the same mix. If this is not possible, the documentation alone may be deemed inconclusive or insufficient and the price reduction will not be waived.

2-10 Calcium Chloride

When a Contractor suspects that the placement of calcium chloride prior to hot mix paving will prevent the placement of durable hot mix, the Contractor can submit a written request for the Ministry to review the problem on a site-specific basis.

2-11 Example Calculations for Percent Within Limits and Combined Payment Factors

This section presents an example of how to calculate a payment factor based on percent within limits calculations using compaction data from the **following** example for Superpave 12.5. **This example, entitled, “ERS 2005 QC/QA Comparison and Pay Factor Calculation” was determined from the EXCEL® computer program described in Chapter 3.**

ERS 2005 – Hot Mix QC/QA Comparison and Pay Factor Calculation

QC LOT PAY FACTOR CALCULATION

November 22, 2004 version

CONTRACT	2005-xxx	Lot No.	4	
HIGHWAY	x	Lot Size (t)	5000	
REGION	Eastern	No. Sublots	10	Layer Surface
MIX TYPE	SUP125	Date Paved	15-Jul-05	
ITEM No.	3	Date Tested	19-Jul-05	The Mean Combined Aggregate Density 2.655

Sublot Data Input

JMF Id.	DLS	4.75 mm	600 μm	75 μm	AC	Air Voids	Compaction	VMA
2005-xxx-xx	73.5	51.8	22.1	3.8	4.60			14.0
Sublot 1	78.9	54.5	24.4	3.9	4.37	4.2	94.6	15.05
Sublot 2	76.3	55.9	25.1	4.1	4.27	4.0	92.8	14.84
Sublot 3	76.3	54.1	24.6	1.9	4.37	4.0	93.0	14.56
Sublot 4	69.9	45.3	21.4	3.7	4.15	4.3	93.5	14.90
Sublot 5	77.7	54.7	24.8	4.2	4.39	3.8	92.3	14.75
Sublot 6	73.1	50.7	23.3	4.1	4.30	3.8	92.8	13.90
Sublot 7	78.7	55.1	24.3	2.8	4.79	3.7	92.3	13.85
Sublot 8	78.0	57.3	25.3	4.4	4.39	2.8	92.6	14.45
Sublot 9	76.1	54.8	24.6	4.4	4.43	3.7	92.5	14.70
Sublot 10	68.8	46.9	21.4	3.1	4.11	4.6	94.5	14.22
Sublot 11								
Sublot 12								

Lot Calculation Results

COUNT	10	10	10	10	10	10	10	10
Lot Mean	75.4	52.9	23.9	3.7	4.36	3.9	93.1	14.52
Std Dev	3.60	3.98	1.43	0.82	0.19	0.48	0.85	0.41
LL	68.5	46.8	18.6	1.8	4.2	2.5	91.5	
UL	78.5	56.8	25.6	5.8	5.1	5.5	97.0	
QL	1.91	1.54	3.72	2.28	0.85	2.90	1.88	
QU	0.87	0.97	1.17	2.62	4.00	3.36	4.62	
PL	99	95	100	100	80	100	99	
PU	81	84	89	100	100	100	100	
PWL	80	79	89	100	80	100	99	
PF	0.9860	0.9830	1.0000	1.0025	0.960	1.020	1.024	1.000

Calculation of Total Pay Factor

PF _g (sub) =	3.9715
PF _g =	0.9929
PF _{gac} (sub) =	1.9529
PF _{gac} =	0.9764
PF _{voids} =	1.0200

@ Applicable TODRF = **1.0**

PF _{gac/voids} (sub) =	1.9964
PF _{gac/voids} =	0.9982
PF _{total} (sub) =	2.0222
PF _{total} =	1.0222

Ministry Rep. Signature _____

Contractor Rep. Signature _____

Date: _____

Date: _____

Comments: _____

Acceptance based on QC results is subject to review of QA results by Owner.

Copy to: Regional Quality Assurance Contract Administrator Contractor Originator

1) **Percent Within Limits Calculation**

Compaction Data For Superpave 12.5 Mix

94.6	92.8	93.0	93.5	92.3
92.8	92.3	92.6	92.5	94.5

- (i) **Calculate Mean; \bar{X} and Standard Deviation; s of above data using Equations (1) and (2), respectively:**

$$(1) \quad \bar{X} = \frac{\sum x_i}{n}$$

$$(2) \quad s = \sqrt{\frac{\sum (x_i - \bar{X})^2}{n - 1}}$$

Where: \bar{X} = the individual compaction value
and n = the number of samples in the lot

$$\text{Mean, } \bar{X} = \frac{94.6 + 92.8 + \dots + 94.5}{10} = 93.1$$

$$\text{Standard Deviation, } s = \sqrt{\frac{(94.6 - 93.1)^2 + (92.8 - 93.1)^2 + \dots + (94.5 - 93.1)^2}{9}} \\ = 0.85$$

- (ii) **Calculate the Quality Indices, Q_L and Q_U From the Equations given in Section 5.1 of Appendix C, using the Lower Quality Limit LL and Upper Quality Limit UL From Table L (for pavement compaction) of the appropriate SP:**

$$Q_L = \frac{\bar{X} - LL}{s} \\ = \frac{93.1 - 91.5}{0.85} = 1.88$$

$$Q_U = \frac{UL - \bar{X}}{s} \\ = \frac{97.0 - 93.1}{0.85} = 4.59$$

where: Q_L = Lower Quality Index Q_U = Upper Quality Index
LL = Lower Limit UL = Upper Limit

- (iii) From Table 1, given at the end of Appendix C, first determine P_L and P_U for $n=10$ and then select the next highest values:

$$P_L = 99 \quad \text{From } Q_L = 1.88$$

$$P_U = 100 \quad \text{From } Q_U = 4.59$$

- (iv) From the Equation given in Section 5.2 of Appendix C, determine the Percent Within Limits (PWL):

$$PWL = (P_L + P_U) - 100 = 99$$

- (v) From Table O at the end of the SP for Compaction, the Payment Factor is determined to be 1.024

2) Determining Combined Payment Factor

Payment factors for Superpave 12.5 Mix (From the Same Example)

PF_{AC}	=	Payment Factor for Asphalt Cement	=	0.9600
PF_{DLS}	=	Payment Factor for Designated Large Sieve	=	0.9860
$PF_{4.75}$	=	Payment Factor for the 4.75mm sieve	=	0.9830
PF_{600}	=	Payment Factor for the 600 μ m sieve	=	1.0000
PF_{75}	=	Payment Factor for the 75 μ m sieve	=	1.0025
PF_{AV}	=	Payment Factor for Air Voids	=	1.0200
PF_C	=	Payment Factor for Compaction	=	1.0240
PF_{VMA}	=	Payment Factor for Voids in the Mineral Aggregate	=	1.0000

(a) Gradation

From Equation (2) in the SP, Calculate $PF_{G(SUB)}$

$$\begin{aligned} (2) \quad PF_{G(SUB)} &= PF_{DLS} + PF_{4.75} + PF_{600} + PF_{75} \\ &= 0.9860 + 0.9830 + 1.0000 + 1.0025 \\ &= 3.9715 \end{aligned}$$

Calculate PF_G from Equations (3) or (4) in the SP

$$(3) \quad \text{If } PF_{G(SUB)} \text{ is greater than or equal to 4, then } PF_G = PF_{G(SUB)} - 3$$

$$\begin{aligned} (4) \quad \text{Since } PF_{G(SUB)} \text{ is less than 4, then, } PF_G &= PF_{G(SUB)} / 4 \\ &= 3.9715 / 4 = 0.9929 \end{aligned}$$

(b) Combined Gradation And Asphalt Cement Content

From Equation (5) in the SP, Calculate $PF_{GAC(SUB)}$:

$$\begin{aligned} (5) \quad PF_{GAC(SUB)} &= PF_G + PF_{AC} \\ &= 0.9929 + 0.9600 = 1.9529 \end{aligned}$$

Calculate PF_{GAC} from Equations (6) or (7) in the SP:

$$(6) \quad \text{If } PF_{GAC(SUB)} \text{ is greater than or equal to 2, then } PF_{GAC} = PF_{GAC(SUB)} - 1$$

$$\begin{aligned} (7) \quad \text{Since } PF_{GAC(SUB)} \text{ is less than 2, then: } PF_{GAC} &= PF_{GAC(SUB)} / 2 \\ &= 1.9529 / 2 = 0.9764 \end{aligned}$$

(c) Payment Factor for VMA (Only for Superpave Mixes)

Since lot mean VMA is less than or equal to 0.5% below minimum VMA, then:

$$PF_{VMA} = 1.000,$$

Otherwise use Equation (8) in the SP i.e.:

$$(8) \quad PF_{VMA} = 0.8000 - 0.4(VMA_{min} - VMA_{mean})$$

(d) Comparing the Payment Factors of Air Voids and VMA

For Superpave mixes:

Since PF_{VMA} is equal to 1.000:

$$PF_{VOIDS} = PF_{AIR \text{ VOIDS}} = 1.0200$$

However, if PF_{VMA} is less than 1.000, PF_{VOIDS} is the lesser of $PF_{AIR \text{ VOIDS}}$ and PF_{VMA}

(e) Combined Gradation, Asphalt Cement Content and Voids

From Equation (9) in the SP, Calculate $PF_{GAC/VOIDS(SUB)}$:

$$\begin{aligned} (9) \quad PF_{GAC/VOIDS(SUB)} &= PF_{GAC} + PF_{VOIDS} \\ &= 0.9764 + 1.0200 = 1.9964 \end{aligned}$$

Calculate $PF_{GAC/VOIDS}$ from Equations (10) or (11) in the SP

(10) If $PF_{GAC/VOIDS(SUB)}$ is greater than or equal to 2, then:
 $PF_{GAC/VOIDS} = PF_{GAC/VOIDS(SUB)} - 1$

(11) However, since $PF_{GAC/VOIDS(SUB)}$ is less than 2, then:
 $PF_{GAC/VOIDS} = PF_{GAC/VOIDS(SUB)} / 2$
 $= 1.9964 / 2 = 0.9982$

Note that there are differences in this calculation for SMA.

(f) Total (Gradation, Asphalt Cement Content, Voids and Compaction)

Calculate $PF_{TOTAL(SUB)}$ Using Equation (12) in the SP

(12) $PF_{TOTAL(SUB)} = PF_C + PF_{GAC/VOIDS}$
 $= 1.0240 + 0.9982 = 2.0222$

Calculate PF_{TOTAL} from Equations (13) or (14) in the SP

(13) Since $PF_{TOTAL(SUB)}$ is greater than or equal to 2 then:
 $PF_{TOTAL} = PF_{TOTAL(SUB)} - 1$
 $= 2.0222 - 1.0000 = 1.0222$

Otherwise:

(14) However, if $PF_{TOTAL(SUB)}$ is less than 2 then:
 $PF_{TOTAL(SUB)} = PF_{TOTAL(SUB)} / 2$

Chapter Three

STATISTICAL COMPARISON OF QUALITY CONTROL VERSUS QUALITY ASSURANCE TESTING

3-1 General

This chapter has been prepared for contracts which contain Special **Provisions** No. 103F34 entitled "End Result Specification for Acceptance of Hot Mix (Aggregate Gradation, Asphalt Cement Content, Air Voids, VMA and Compaction) Based on Contractor Testing" or **103F35 entitled "End Result Specifiaton.....Based on Owner Testing"**. This chapter will assist the Contract Administrator in comparing the Contractor's QC test results with the Owner's QA results, in order to assess the conformance of hot mix to the contract specifications for the required attributes (i.e. aggregate gradation, asphalt cement content, air voids and compaction).

Statistical comparison of the Contractor's QC and the Owner's QA test results for each attribute is performed to determine whether the two sets of test data are deemed to be in agreement. Examples of this comparison and a description of the computer program designed to make this comparison are described in this chapter.

3-2 Sampling for QC / QA

For each QC sample that the Contractor takes, the Contractor must also take additional (replicate) samples for the Owner's QA testing and for referee testing (See Chapters 1 and 2).

Loose Hot Mix: Three samples of **from 20 to 35** kg for SMA or Superpave at each sample location are taken from the same truckload and at the same transverse offset.

Cores: Three cores, at a spacing of 0.5 to 1.0 metres between one another are taken at the same transverse offset.

3-3 Hot Mix ERS Payment and QC/QA Comparison Microsoft® Excel Spreadsheet

In order to automate the calculations for QC/QA comparison, the Bituminous Section has developed a Microsoft® Excel spreadsheet computer program to compare QC and QA results, **for lots with 3 or more sublots**. The following tab names are used to navigate among the various worksheets:

TAB NAME

SHEET

Guide

QC
QA
QCvQA
REF
OutC
FIN
AddData
App

Basic User Information

QC Pay Factor Calculation Sheet,
QA Pay Factor Calculation Sheet,
Lot Pay Factor Comparison Sheet (QC vs. QA),
Referee Pay Factor Calculation Sheet,
Outlier Test Calculation Sheet
Final Composite Pay Factor Calculation Sheet,
Additional Attributes/Requirements Record Sheet
Appendix (supporting statistical tables etc.)

To *Move* within any individual worksheet, you can use the scroll bars shown or the arrow keys (\leftarrow \uparrow \rightarrow \downarrow). The PgDn, PgUp, Alt+PgDn, Alt+PgUp, may also be used to move one screen down, up, to the right or to the left.

To *Print* the currently displayed page, the user may click on the 'Print' button located at the top left 'or highlight the area to print and simply print using the print selection process.

DATA INPUT:

The workbook and all individual sheets are password protected so that the formulae cannot be accidentally altered or erased. Areas where data are to be input are unprotected and shaded green or yellow for better clarity. Although the cells are fully editable (including the format), the format of the cells should not be edited or changed by the user. For partial QA, the data is simply entered in the appropriate numbered subplot row on the QA sheet.

The following number of significant digits should be used for data entry and rounded in accordance with LS-100 (i.e. **Appendix B**):

To the Nearest Whole Number:	Thickness, Stability
To One Decimal Place:	Individual (% passing) gradation results, Individual percent compaction values, Air void values, Lower and upper limits, VCA_{dir} , VCA_{mix} (for SMA), VFA, Dust Proportion, Flow, G_{mm} at N_{ini} and N_{max} , Tensile Strength Ratio (for SMA and Superpave)
To Two Decimal Places:	Asphalt cement content, Lower and upper quality indices, VMA, Draindown
To Three Decimal Places:	Core MRD, Plate MRD

If any technical difficulties are encountered with the program, please contact:

Richard Raciborski,
Ministry of Transportation,
Bituminous Section,
Materials Engineering and Research Office,
Room 238, Building "C",
1201 Wilson Avenue,
Downsview, Ontario, M3M 1J8

Telephone: **(416) 235-3544**

It is strongly recommended that the lot data file name be established (i.e. rename the file with the mix type and lot number as detailed in Section 3-3.3 before entering data) and that all input data be frequently saved.

The rest of this section includes general instructions for the use of the Microsoft® Excel Program, depending upon whether SP 103F34 or SP 103F35 has been included in the contract.

3-3.1 Owner Testing for Acceptance (i.e. SP 103F35)

1. 'QC' Sheet: The general contract information should be input into the top of the 'QC' sheet as described in Section 3-3.2. This information will be automatically repeated on the 'QA', 'QCvQA', 'REF' and 'FIN' sheets.
2. 'QA' Sheet: The QA test data is input into the 'QA' sheet. The test data for each subplot should be input into cells B14 to I25 of the 'QA' sheet, for the Designated Large Sieve, 4.75mm sieve, 600 micron sieve, 75 micron sieve, Asphalt Cement Content, Air Voids, VMA and Compaction. The rest of the 'QA' sheet displays lot calculation results and calculates the intermediate and final pay factors. The final calculations shown are for the Total Pay Factor (PFtotal). The number of sublots and date tested should also be input into this sheet.
3. If Referee testing is invoked, then the referee results should be inserted into the 'REF' sheet described in Section 3-3.2.
4. The instructions for using the final composite pay factor (i.e. 'FIN') sheet and the recommended conventions for saving and naming of files are given in Sections 3.3-2 and 3-3.3, respectively.
5. To determine if a subplot result within a lot is an outlier, a statistical test is available in the 'OutC' sheet described in Section 3-3.2.

3-3.2 Contractor Testing with QC results used for Acceptance (i.e. SP 103F34).

1. The 'QC', 'QA', 'QCvQA', 'AddData' and 'FIN' sheets are used in this case. The 'REF' sheet should only be used if Referee testing has been invoked. The 'QC', 'QA', and 'REF' sheets are almost identical except they are used for QC, QA, and Referee results, respectively.

The 'QC' sheet is used to enter the general contract information and QC test results. The general contract information is input at the top of the sheet and will automatically

be repeated on the 'QA', 'QCvQA', 'REF' and 'FIN' sheets. The Region, Mix type and layer can be selected from drop-down menus. To the right of "MIX TYPE", one of the following recommended codes should be used (or click on cell B8, and choose the mix type from the drop down menu):

<u>Mix Type</u>	<u>Recommended Code</u>	
SMA	SMA	
Superpave 37.5	SUP375	
Superpave 25.0	SUP250	
Superpave 19.0	SUP190	
Superpave12.5	SUP125	
Superpave12.5FC 1	SUP125FC1	
Superpave12.5FC 2	SUP125FC2	
Superpave 9.5	SUP095	
HL1	HL1	} These mixes have been replaced by Superpave Mixes
HL2	HL2	
HL3	HL3	
HL3A	HL3A	
HL4	HL4	
HL8	HL8	
HL1 modified	HL1Mod	
MDBC	MDBC	
HDBC	HDBC	
DFC	DFC	
OFC	OFC	← This mix has been replaced by SMA
RHM	RHM	

The Job Mix Formula (JMF) designation number is placed in cell A13 and the JMF data in cells B13 to F13 and I13. The QC test data should be input into the green-shaded areas of the 'Sublot Data Input' table. The sublot test results are to be entered in cells B14 to I25, for the Designated Large Sieve, 4.75 mm sieve, 600 μm sieve, 75 μm sieve, Asphalt Cement Content, Air Voids, Compaction and VMA. In addition, the mean combined aggregate density should be entered in cell I9. For SMA only, one more column will be created at the end of the table (i.e. cells J14 to J25) which will be used to display air voids acceptance for SMA based on an Interim Air Voids Administration Procedure (See Section 2-6 in Chapter 2). In any case, the rest of the sheet displays the lot calculation results and the intermediate and final pay factors. The Total Pay Factor (PF_{total}) represents the final calculation.

2. The 'QA' Sheet is used to enter the QA test data. The number of sublots is entered in cell D7, the date of testing in cell D9 and the combined aggregate density in cell I9. Ensure that the results for the all of the sublots are entered in their correctly numbered sublot rows (i.e. between rows 14 and 25). The rest of the sheet displays the lot calculation results and the intermediate and final pay factors. The Total Pay Factor (PF_{total}) represents the final calculation.
3. The 'QCvQA' Sheet does not require any input. It automatically uses the information from the 'QC' and 'QA' sheets for the QC/QA comparison of Pay Factors. At the bottom of the 'QC & QA Comparison' sheet (Cells F42 and F43), there will be a comment with a suggested action for each of the mix properties and the compaction in the 'Action' column. The list of suggested actions is as follows:

- "Contractor to consider Referee testing. Air Voids may be excluded from the testing";
- "CA to consider Referee testing. Air Voids may be excluded from the testing";
- "Use QC results for acceptance of mix properties";
- "Use QC results for acceptance of compaction";

"Contractor to consider Referee testing for %AV only";
 "CA to consider Referee testing for %AV only";
 "Contractor to consider Referee testing for %AV and VMA only";
 "CA to consider Referee testing for %AV and VMA only";
 "Either party may request Referee testing. %AV must be included in the testing";
 "Contractor to consider Referee testing for compaction";
 "CA to consider Referee testing for compaction".

It should be noted that when the cursor is positioned in cell J41, there is a note reminding the user that Referee testing of the entire lot may be invoked by either party, regardless of the difference in QC and QA payment factors.

4. The 'REF' Sheet should be used only to input Referee test results when Referee testing has been invoked. The name of the Referee lab should be entered in cell H7 and the date of referee testing in cell D9. Sublot referee results for mix attributes (gradation, AC content, air voids and VMA) and/or the results for compaction are to be entered in some or all of the cells B14 to I25, depending on which properties were referee-tested. If the Referee is instructed in cell G9 to conduct the Combined Aggregate Density (CAD) testing, then its value should be entered in cell G11. Comparison of QC and QA results for CAD is included right below the lot calculation results. The rest of the sheet displays lot calculation results and calculates the intermediate and final pay factors. The final calculations are for the total pay factor " Pf_{total} ".
5. The 'OutC' Sheet is used to check any group of sublot test results for outliers. Enter the number of sublots in cell D3, the suspected result in cell D4 and the other sublot results for the specific characteristic/property in the cells below cell D4. The outcome of the statistical test will be displayed in cell H5. For comparison, answers for three different significance levels (0.5%, 1.0% and 2.5%) are provided.
6. The 'FIN' Sheet is to be used to confirm the "FINAL COMPOSITE LOT PAY FACTOR". The input that is required in this sheet is the selection of 'QC' or 'REF' from the drop-down boxes activated when clicking on the shaded cells; I8 for % AC, gradation, VOIDS and for Superpave mixes only, VMA as well; I9 for compaction; I10 for Air Voids only and I11 for VMA only (Superpave mixes only). ONLY input 'QC' or 'REF' in cell I10 (for air voids) when the mix type is Superpave (SUP), SMA, DFC or HDBC. Cell I10 must be blank for all other mix types. Once the options are selected for payment purposes, the program will import the appropriate data from the 'QC' and/or 'REF' sheets and calculate the final pay factor at the bottom of the page in the cell beside Pf_{total} .
7. An 'AddData' Sheet includes other contractual information such as thicknesses and additional test results such as stability and flow (**note that stability and flow will no longer be a concern with the disappearance of Marshall mixes**). The Contract requirements for layer thicknesses, core and plate MRD's and BRD's, VMA, Stability, flow, G_{mm} at N_{in} and G_{mm} at N_{max} are input in the appropriate cells in row 15. The QC and QA test results (and REF for draindown) are input into the appropriate cells E17 to AA28 as required. Appropriate columns are displayed for data entry when a specific mix type is selected on the "QC" page.
8. Section 3-3.3 gives the recommended conventions for saving and naming of files.

3-3.3 Conventions for Saving and Naming of Files

It is suggested that the original copy of the template be kept as a backup file and a template-based separate data file be created for each lot and saved under an appropriate unique name. A separate folder should be created for each mix type, containing the files of all lots of that mix type. Another folder should be created for each paving contract which contains all of the folders for the individual mix types.

A typical file name should consist of up to 11 characters followed by the standard ®Excel extension of xls (i.e. **SMA03.xls** or **SUP125FC215.xls**). The first three to nine characters (i.e. **SMA** or **SUP125FC2**) represent the mix type designated in accordance with the recommended codes given in **Subsection** 3-3.2 and the last two characters before the extension identify the lot number (i.e. **03** for lot **three**, 15 for lot 15).

The use of this convention for the naming of files will assist MTO staff when tracking results from many different contracts. ALL files/folders must be forwarded to the applicable MTO Regional Quality Assurance Office at the completion of paving on each contract.

For all lots, which are referee tested, as soon as the referee results are received, all relevant information should be forwarded to MTO's Bituminous Section by facsimile [(416) 235-3996], by clicking on the live link located on the "Guide" sheet or by E-mail to the attention of:

Anil Virani – E-mail address: Anil.Virani@mto.gov.on.ca

Questions regarding the program or the inputting of data can be addressed to **Richard Raciborski** at the Ministry's Bituminous Section by phone at (416)-235-3544 or by E-mail at: Richard.Raciborski@mto.gov.on.ca.

3-4 Consequences of Test Results

The Contractor's QC results and the Owner's QA results will be compared by the Contract Administrator on a lot-by-lot basis to determine if they agree. The determination of the "agreement" of both sets of results (i.e. a minimum of one QA for every two QC results) will be **based on the difference between the compaction payment factor and the mix properties payment factor [which includes AC content & gradation with or without voids (i.e. where voids is the lower of the payment factors for air voids and VMA for Superpave mixes or air voids only for SMA and all other mixes)]**, in accordance with the following:

- 1) If the difference between the compaction payment factor and the mix properties payment factor, calculated using the QA and QC test results, are both less than **0.025 for all Superpave, SMA, DFC and HDBC (or 0.020 for all other mixes)**, then the QC results shall be deemed to agree.
- 2) If the difference in either the compaction payment factor or **the** mix properties payment factor, calculated for the QA and QC test results, are equal to or more than **0.025 for all Superpave, SMA, DFC and HDBC (or 0.020 for all other mixes)**, then the results shall be deemed to disagree.

In either case, the Contractor or the Owner will both have an opportunity to engage a third party Referee laboratory to test the samples. The results of the referee testing will be used to determine the payment factors for the acceptance of the disputed properties for the

disputed lots of hot mix and will be binding on both the Owner and Contractor. The costs to do the referee testing will be as follows:

- 1) If the QC and QA results agree, then the cost of the referee testing will be borne by the party making the request for referee testing.
- 2) If the QC and QA tests don't agree, then the cost of referee testing will be borne by the party whose payment factor is further removed from that generated by the Referee laboratory.
- 3) If the QC and QA tests don't agree and the payment factor determined by referee testing is exactly between the payment factors from the QC and QA tests, then the cost of the Referee services must be split between the Owner and Contractor.

3-5 Example

The example shown **on the following** page from the Microsoft® Excel spreadsheet program shows a comparison between 5 QA and 10 QC test results for compaction. As the example shows, the difference in total pay factor between QC versus QA test results for Superpave 12.5 (i.e. **0.0348 or 3.48%**) is greater than 2.5%, as shown by bolded total on last line. Therefore referee testing must be considered.

ERS 2005 – Hot Mix QC/CA Comparison and Pay Factor Calculation

LOT PAY FACTOR COMPARISON (QC vs QA)

CONTRACT	2005-xxx	Lot No.	4
HIGHWAY	x	Lot Size (t)	5000
REGION	Eastern	No. Sublots	10
MIX TYPE	SUP125	Date Paved	15-Jul-05
ITEM No.	3	Tested (QC)	19-Jul-05

Layer: Surface

Sublot Data	DLS		4.75 mm		600 µm		75 µm		AC		Air Voids		Compaction		VMA		
	JMF Id.	QC	QA	QC	QA	QC	QA	QC	QA	QC	QA	QC	QA	QC	QA	QC	QA
2005-xxx-xx		73.5		51.8		22.1		3.8		4.6							14.0
Sublot 1		78.9	82.7	54.5	57.4	24.4	25.7	3.9	4.5	4.37	4.55	4.2	3.7	94.6	94.6	15.05	13.75
Sublot 2		76.3		55.9		25.1		4.1		4.27		4.0		92.8		14.84	
Sublot 3		76.3	80.9	54.1	58.2	24.6	26.2	1.9	4.5	4.37	4.80	4.0	3.5	93.0	92.4	14.56	15.12
Sublot 4		69.9		45.3		21.4		3.7		4.15		4.3		93.5		14.90	
Sublot 5		77.7	79.2	54.7	58.9	24.8	26.1	4.2	4.4	4.30	4.83	3.8	3.1	92.3	92.6	14.75	14.56
Sublot 6		73.1		50.7		23.3		4.1		4.30		3.8		92.8		13.90	
Sublot 7		78.7	76.8	55.1	48.8	24.3	22.8	2.8	4.3	4.79	4.37	3.7	3.7	92.3	94.2	13.85	14.80
Sublot 8		78.0		57.3		25.3		4.4		4.39		2.8		92.6		14.45	
Sublot 9		76.1	80.4	54.8	57.5	24.6	26.2	4.4	4.7	4.43	4.41	3.7	3.0	92.5	92.1	14.70	14.24
Sublot10		68.8		46.9		21.4		3.1		4.11		4.6		94.5		14.22	
Sublot11																	
Sublot12																	

Combined Lot Calculation Results

COUNT	10		5		10		5		10		5		10		5		10			
	Lot Mean	Std Dev	LL	UL	QL	QU	PL	PW	PFL	PF	Lot Mean	Std Dev	LL	UL	QL	QU	PL	PW	PFL	PF
10	75.4	3.60	68.5	78.5	1.91	0.87	99	81	80	0.9860	23.9	1.43	18.6	25.6	3.72	1.17	100	89	79	0.4680
5	80.0	2.19	68.5	78.5	5.26	-0.69	100	26	26	0.4680	25.4	1.47	18.6	25.6	4.63	0.14	100	55	55	0.4680
10	52.9	3.98	46.8	56.8	1.54	0.97	95	84	79	0.9830	23.9	1.43	18.6	25.6	3.72	1.17	100	89	79	0.4680
5	56.2	4.16	46.8	56.8	2.25	0.15	100	56	56	0.9170	25.4	1.47	18.6	25.6	4.63	0.14	100	55	55	0.9170
10	4.5	0.82	1.8	5.8	2.28	2.82	100	100	100	1.0000	4.5	0.15	1.8	5.8	18.07	8.90	100	100	100	1.0000
5	4.59	0.21	4.2	5.1	1.83	3.36	100	100	100	0.960	4.5	0.15	1.8	5.8	18.07	8.90	100	100	100	0.960
10	3.9	0.48	2.5	5.5	2.90	3.36	100	100	100	1.020	3.7	0.82	2.5	5.5	2.71	6.33	100	100	100	1.020
5	3.4	0.33	2.5	5.5	2.71	6.33	100	100	100	1.020	3.4	0.33	2.5	5.5	2.71	6.33	100	100	100	1.020
10	93.1	0.85	91.5	97.0	1.88	1.48	99	96	96	1.006	93.1	0.85	91.5	97.0	1.88	1.48	99	96	96	1.006
5	93.2	1.14	91.5	97.0	1.88	1.48	99	96	96	1.006	93.2	1.14	91.5	97.0	1.88	1.48	99	96	96	1.006
10	14.52	0.41	14.49	14.53	0.04	0.04	100	100	100	1.000	14.52	0.41	14.49	14.53	0.04	0.04	100	100	100	1.000
5	14.49	0.53	14.49	14.53	0.04	0.04	100	100	100	1.000	14.49	0.53	14.49	14.53	0.04	0.04	100	100	100	1.000

Pay Factor Comparison

Attribute	QC	QA	Difference
Mix Properties	0.9982	0.9688	0.0294
Compaction	1.0240	1.0060	0.0180
Total	1.0222	0.9874	0.0348

ACTION - Subject to Applicability
Please Read the Attached Note!

CA to consider Referee testing. Air Voids may be excluded from the testing.
Use QC results for acceptance of compaction.

Chapter Four

PERFORMANCE-GRADED ASPHALT CEMENT (PGAC)

This chapter has been adapted from the document entitled “*1998 Guide For the Use of Performance Graded Asphalt Cement (PGAC) in MTO Contracts*”. Information regarding compaction and recompaction of mixtures containing PGAC has been modified since then.

4-1 Introduction

The Ministry of Transportation of Ontario (MTO) adopted the use of Performance Graded Asphalt Cement (PGAC) in 1997 and interim PGAC guidelines and specifications were released in May of that year. Since 1999, Ontario has been divided into three geographical zones, with appropriate PGAC upgrades for highways with heavier traffic. The MTO modifies the specified PGAC grades in each zone for mixes with more than 20% RAP. For MTO rural freeway/urban arterials and urban freeways, there is an automatic increase of one or two grades to the high temperature side.

4-2 Superpave

Superpave is the main product of the asphalt portion of the Strategic Highway Research Program (SHRP). Superpave is a system comprising the binder (asphalt cement) specification, a volumetric mix design procedure (using the Superpave Gyratory Compactor) and mix performance prediction system. Superpave is being implemented by most agencies in stages, with the adoption of binder specifications being the first phase.

In Superpave, asphalt cements are designated as PG XX-YY, where XX and YY are the summer and winter design pavement temperatures, in °C, a range within which the asphalt cement is expected to perform. Grades are in 6 degree increments. The design high and low performance temperatures are related in part to the climatic conditions for the locale, the traffic loading anticipated on the pavement structure and the position of the hot mix layer within the pavement structure. The presence and percentage of RAP also impacts on the appropriate PGAC grade. With pavement temperatures, the concept of reliability must also be appreciated, i.e. the probability that a given range limit may be exceeded.

Numerous publications provide in-depth treatment of Superpave and related specifications. For example, the Asphalt Institute publication **entitled** “*Superpave- Performance Graded Asphalt Binder Specification and Testing*”, Superpave Series No. 1 (SP-1) is an excellent source of information.

4-3 Geographical Zones for PGAC

For PGAC use, Ontario has been divided into the following three zones:

Zone 1: is the area north of the boundary formed by the French River, Lake Nipissing, and the Mattawa River (unchanged from 1997).

Zone 2: is the area south of Zone 1, and north of a line from Honey Harbour, to Longford, Taylor Corners, Cavan, Cambellford, and Mallorytown.

Zone 3: is the area south of Zone 2.

The zones are illustrated in Figure 4-1. They are delineated on the basis of temperature contours at a 98% reliability level from available weather data and with due regard to the relationship between pavement and air temperatures, as established by the Long Term Pavement Performance (LTPP) studies. Where available, the major towns closest to the temperature contours are selected as the boundary between zones. Some generalisation of the zone mapping is necessary, in order to avoid the creation of mini-zones due to localised variations in climatic data.

For design purposes:

- Towns located along a zone boundary line are to be included in the zone south of the boundary line.
- Projects located within 10 km of the zone boundary lines may be included in either zone, at the discretion of the designer, so that they may be considered as being **within** a single zone.

4-3.1 Zones for MTO Administration

The Ontario-wide zones can be modified for MTO purposes using the flexibility allowed in the previous section and any other administrative criteria at the discretion of the applicable Regional Geotechnical Section. For example:

- the Regional boundary between Owen Sound and Huntsville can be used as the northern boundary between Zones 2 and 3.
- the Regional boundary between Bancroft and Central Region (approximately the Huntsville District boundary to Highway 7) can be used by Central Region as a Zone 3 boundary.

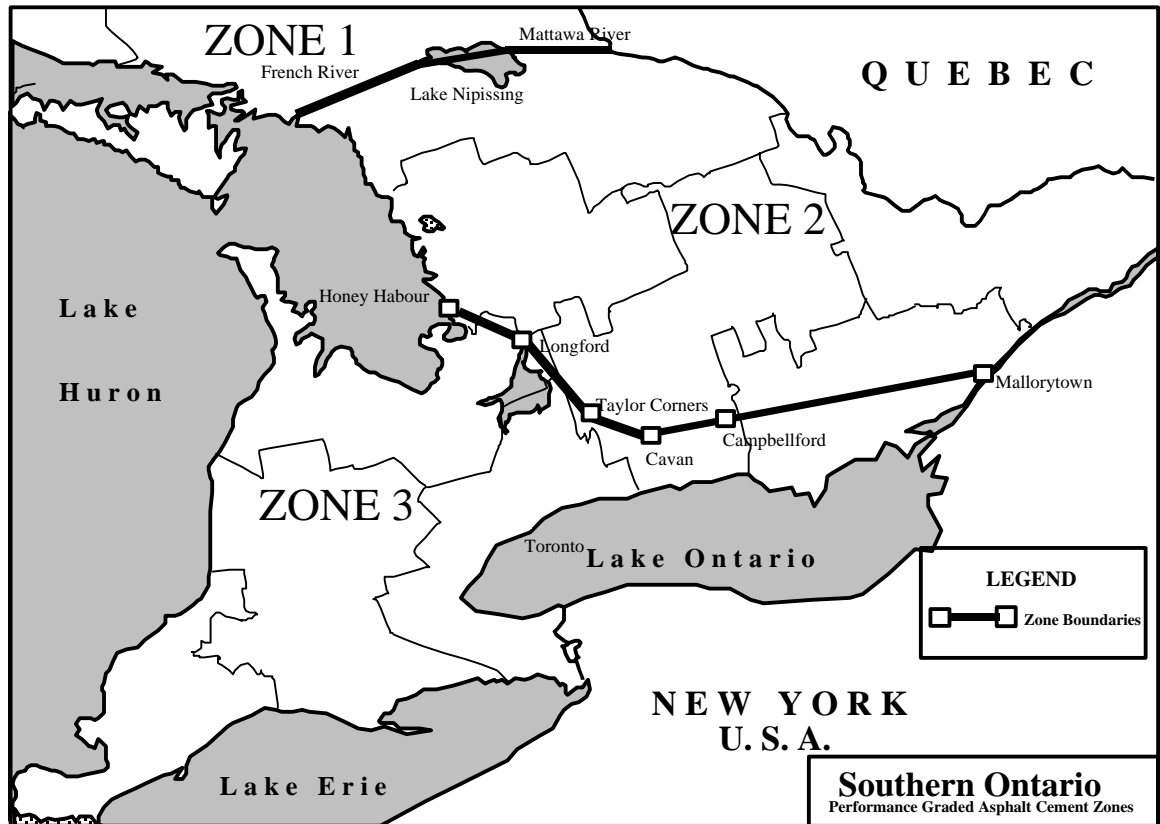


Figure 4-1: PGAC Zones for Ontario

4-4 Grade Selection For MTO Contracts

Performance graded asphalt cements are selected on the basis of:

- the location of the contract, i.e. the geographical zone in which it is located, noting that some discretion is allowed;
- the type of hot mix (new versus recycled hot mix); and
- upgrades for highways with heavier traffic as appropriate.

Table 4-1 provides the basic performance grades for each zone in MTO contracts. Two basic PGAC grades are specified for each zone, one for new hot mix or mix containing up to 20 percent recycled asphalt pavement (i.e. RAP), and the other for mixes containing 21 to 40 percent RAP. Since 1998, for recycled mixes containing up to 40 percent RAP, the required PGAC is specified for each zone, (i.e. a design based on recovered penetration is not required). Recycling ratios in excess of 40 percent should be addressed on a contract specific basis, in consultation with the appropriate Regional and Head Office units.

It should be noted that PG 52-40 is not widely used in large quantities. As such, the price and availability of this product may result in “value engineering” type proposals from contractors wishing to substitute PG 52-34 for PG 52-40 during construction, especially for recycled mixes. Such proposals should be discussed with the applicable Regional and Head Office units.

Table 4-1: Grade Selection for MTO Contracts

	PGAC		
	Zone 1	Zone 2	Zone 3
New Hot Mix Or up to 20% RAP	52-34	58-34	58-28
21% to 40% RAP	52-40	52-40	52-34

4-4.1 Upgrades for Heavy Traffic

Superpave specifications recommend upgrades of the high temperature performance grade when the pavement is expected to experience heavy traffic loading. For Ontario use, Superpave guidelines have been interpreted in terms of highway classification and/or commercial truck traffic. The guidelines are presented in Table 4-2. It is recommended that the applicable Regional Geotechnical office be consulted for the application of these guidelines.

As shown in Table 4-2, for MTO rural freeway/urban arterials and urban freeways, there will be an automatic increase of one or two grades to the high temperature side, respectively which will provide an additional margin of safety against premature rutting.

4-5 Supply of PGAC

The MTO has created a separate listing in the Designated Sources for Materials (DSM) for PGAC.

4-6 Determination of the Laboratory Mixing and Compaction Temperatures of Hot Mix for Design of Pavement Mixtures

The viscosity-temperature relationship of an asphalt cement is used as a guide for establishing the mixing and compaction temperature in the laboratory. The temperature to which the asphalt cement must be heated in order to produce a viscosity of 0.17 ± 0.02 Pa.s is the mixing temperature. The temperature to which the asphalt cement must be heated to produce a viscosity of 0.28 ± 0.03 Pa.s is the compaction temperature. This has been the guide for Marshall mix design criteria and the relationship continues to be valid for laboratory purposes within Superpave. In Ontario, the mixing and compaction temperatures are the temperatures where the asphalt cement has a viscosity of 0.17 and 0.28 Pa.s respectively.

The Brookfield Viscometer is a rotational device (ASTM D 4402) which is used to determine the mixing, compaction and pumping temperatures in the Superpave system. Viscosity measurements at 135° C and 165° C are plotted on a log viscosity vs. temperature chart which is used to interpolate the mixing and compaction temperatures.

The procedure for establishing the mixing and compaction temperatures from the laboratory is valid for refinery-produced asphalt cements but may not be valid for some polymer-modified asphalt cements. The supplier of these asphalt cements must be consulted for their recommendations regarding the mixing and compaction temperatures.

The relationship between temperature and viscosity given in Figure 4-2 shows the idealised laboratory mixing and compaction ranges. The asphalt cement acts as a “super lubricant” within the mixing temperature range and a “super glue” within the compaction temperature range.

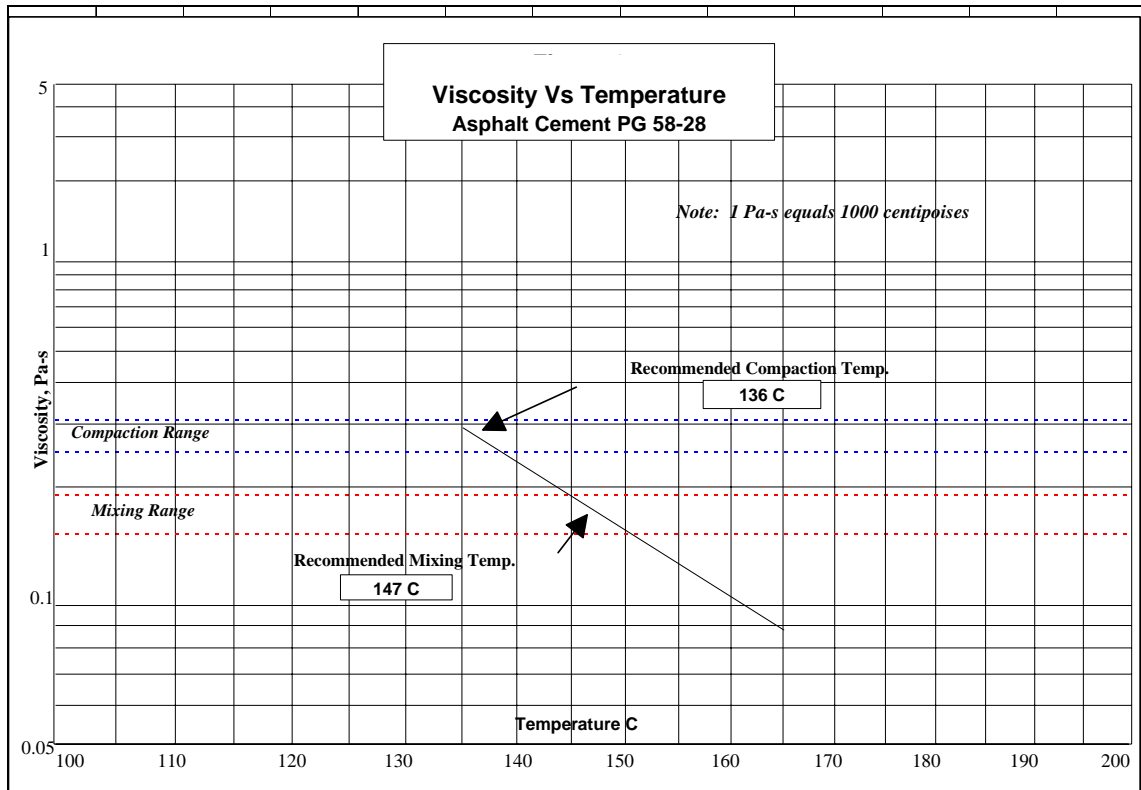
Table 4-2: Guidelines for the Modification of PGAC High Temperature Grade Based on Highway Classification and Traffic Conditions

Roadway Classification		Changes in PGAC Grade	
		Increase From Standard Grade	Optional Additional Increase in Grade
MTO Highways	Urban Freeway	2 grades	N/A
	Rural Freeway Urban Arterial	1 Grade	1 Grade
	Rural Arterial Urban Collector	Consider increasing by 1 grade if heavy truck traffic > 20%	1 Grade
	Rural Collector Rural Local Urban / Suburban Local	No Change	1 or 2 grades
Municipal Roadways	Upper Tier - Expressway Type - Arterial	1 grade	
	Large Lower Tier Arterial		
	Large Lower Tier - collector - rural - local urban - local suburban	No Change	
	Small Lower Tier - all categories		

Notes: 1) Upgrading of the high temperature grade is recommended for use in both surface and top binder courses (i.e. the top 80 mm to 100 mm of hot mix).

2) For roadways which experience a high percentage of heavy truck traffic and/or bus traffic at slow operating speeds with frequent stops/starts and/or historical concerns with instability rutting, consideration should be given to an increase in the high temperature grade.

Figure 4-2 – Viscosity Versus Temperature (PG 58-28)



4-7 Compaction Temperatures at Design and for Reheated Mix

The appropriate compaction temperatures for hot mix are important in determining the void properties of the mix at the design stage and during construction.

For new hot mix incorporating refinery-produced asphalt cement, the compaction temperature is typically obtained from a Temperature Viscosity Chart for the specific product. However, the use of temperature viscosity charts may not be valid for some polymer-modified asphalt cements and the suppliers of such products will need to specify the compaction temperature to be used with their products.

The appropriate compaction temperature for reheated mixtures has been the subject of considerable study and discussion by the Superpave Implementation Committee. It has been agreed with industry that, for all asphalt mixtures (including recycled mixes), the Contractor will now specify the compaction temperature for reheated mix. This may be the same but can never be less than the compaction temperature employed during mix design.

4-8 Compaction Temperatures of Hot Mix Containing Recycled Asphalt Pavement (RAP)

4-8.1 Compaction of Hot Mix Containing Up to 20% RAP

The direction provided in Section 4-8 for new hot mix will also be applicable for hot mix containing up to 20% RAP. This means that the compaction temperature for the reheated mix may be the same but can never be less than the compaction temperature employed in the design of these mixtures.

4-8.2 Compaction Temperatures For Mixes Which Contain 21 to 40% RAP

Such mixes incorporate a “softer” grade of PGAC which is either specified in the contract (for RHM items) or is selected by the Contractor in accordance with guidelines available elsewhere.

- a) For mixes containing 21 to 30 % RAP, the compaction temperature must be 3°C higher than the compaction temperature stipulated by the proprietor of the PGAC for the product specified/used.
- b) For mixes containing 31 to 40 % RAP, the compaction temperature must be 6°C higher than the compaction temperature stipulated by the proprietor of the PGAC for the product specified/used.

These proposals make a number of assumptions, including:

- that all RAP materials are similar in terms of the properties of the residual asphalt cement; and
- that all PGAC products “harden” similarly when mixed with RAP and when subjected to plant conditions.

While the assumptions given above may not be valid, it is important to adopt this uniform approach for the testing of recycled asphalt mixes.

4-8.3 Examples of Compaction Temperature Determinations

Situation A (Up to 20% RAP): Supplier X, PG 58-28

	New Hot Mix*
Mix Design Temperature	140° C
Compaction Temperature for Reheated Hot Mix Asphalt (HMA)**	≥140° C

* Supplied with mix design submission

Situation B (21 to 40% RAP): Supplier Y, PG 52-34

New hot mix specifies the use of PG 58-28, the Contractor elects to supply mix with RAP (percentage in the range of 21 to 40 %) which requires the use of PG 52-34 to be provided by Supplier Y.

	Data for PG 52-34 *	21 - 30 % RAP	31 – 40 % RAP
Mix Design Temperature	142° C	145° C	148° C
Compaction Temperature for Reheated Hot Mix Asphalt (HMA)**	≥142° C	≥145° C	≥148° C

* Supplied with mix design submission

** Specified by Contractor

Chapter Five

ACCEPTANCE OF PAVEMENT BASED ON VISUAL OBSERVATION

5-1 General

The purpose of this section is to provide guidelines for the acceptance of bituminous pavement on the basis of its surface appearance, as specified in **Section 313.08** of OPSS 313 and amended in Standard Special Provision No. 103S38 with the addition of **Subsection 313.08.06**. **This Special Provision**, entitled "Acceptance of Pavement Based on Visual Assessment of Segregation" **which will be referred to as the "SP" in this Chapter**, is being included in all new contracts **where the majority of the surface course consists of Superpave 12.5FC2, where Superpave 12.5FC1 is used on freeways in Northeastern Region or where the smoothness specification (i.e. SP 103F31) has not been included.**

Visual deficiencies, other than segregation, **are** dealt with as "Other Pavement Surface Defects", as described in Section 5-4.

Segregation, as well as all other visual deficiencies, should be dealt with as deficient workmanship, in accordance with the requirements of the Quality Control Compliance Incentive (i.e. Special Provision No. 199S53).

5-2 Visual Inspection

All Consultant Inspectors must be experienced in segregation assessment, prior to carrying out any visual inspection of the compacted hot mix. It is recommended that, at the beginning of the contract, the Contract Administrator's Inspector work closely with the applicable Quality Assurance Officer so that consistent assessments are being made throughout the Province.

The Contract Administrator **must** ensure that the surface texture of the mat is of uniform texture and free of segregation, fat spots [**see Note 1**], flushing, oil spills, paver and roller marks and any other surface defects.

Any visually defective areas [**see Note 2**] should be marked out by the Contract Administrator on the pavement surface and the marks must remain in place until the pavement has been properly assessed and repaired, if necessary. The Inspector will be required to prepare a detailed list which identifies each discrete area of defective pavement with its defect(s) and area in square metres. This may be done on **the form entitled, "Visual Assessment of Hot Mix Deficiencies", which is reproduced below.**

Notes 1): A "Draindown" test has been developed by AASHTO to indicate the likelihood that open-graded mixes like Stone Mastic Asphalt (i.e. SMA) will form "fat spots". Any mix which has failed the 0.3 percent requirement for the Draindown test (see Section 2-6) and has not yet developed such spots at the time construction has been completed, should be marked out in the field. Such areas should be monitored during the one-year warranty period by the

appropriate Regional Quality Assurance Section and if "fat spots" develop later, then the Contractor may be required to remove and replace such material.

- 2) It should be noted that paver and/or roller marks may result in low-amplitude waves in the pavement which can manifest themselves as vibrations in ride (commonly known as "chatter"). If the Contract contains the smoothness specification (SP 103F31), such low-amplitude waves may not be reflected in surface smoothness measurements (i.e. a high profile index) but may be detected in ride quality. Since these waves in the pavement can usually be detected visually, they should be treated the same as any other surface defects (see Section 6-5.3 – Effects of Chatter, Chapter 6) would be treated.

Pavement may be deemed **to be** defective on the basis of visual observation, at any time before the end of the construction season in which the mix was placed. Such pavement must not be paved over until a decision is made as to its disposition. However, if the Contract Administrator deems that the pavement constitutes a hazard to the travelling public, then the hazard must be immediately eliminated.

All pavement deemed defective, on the basis of visual inspection, must be brought to the Contractor's attention, in writing, as soon as it becomes evident **and should be dealt with, in accordance with the requirements of the Quality Control Compliance Incentive (i.e. Special Provision No. 199S53).**

5-3 Segregation

Segregation consists of areas with predominantly coarser texture than that of the surrounding pavement and is classed into two main types:

“Mid-Lane” Segregation: consists of a continuous or discontinuous longitudinal **mark or “streak”** which is typically no greater than 300 mm in width. Such segregation is often found in the middle of the lane, in the vicinity of the gearbox of the paver **but may be located anywhere across the width of the lane;** and

“Other” Segregation: consists of discrete areas or patches of regular, irregular or chevron shape.

The degree of severity of segregation is categorized as **follows:**

Slight Segregation: The pavement matrix is in place between the coarse aggregate particles but there is slightly more coarse aggregate particles in comparison with the surrounding acceptable mix.

Medium Segregation: The pavement has significantly more coarse aggregate particles than the surrounding acceptable mat and usually exhibits some lack of surface matrix.

Severe Segregation: The pavement appears very coarse, with coarse aggregate particle against coarse aggregate particle and the pavement has little or no matrix.

5-3.1 Initial Notification / Corrective Action For Segregation

When the Contract Administrator first notices a segregation problem (i.e. if the Contractor has not already identified the problem and has proposed corrective action) then the Contract Administrator or his designated representative must bring the problem to the Contractor's attention verbally and then immediately follow this up in writing with a letter to the Contractor. **The form letter, entitled “Sample Letter to the Contractor - #5-1”, may be used.** The Contractor must be instructed to take immediate preventative action, in order to preclude any reoccurrence of such segregation. The Contract Administrator **must then ensure that the requirements of the Quality Control Compliance Incentive Special Provision (SP 199S53) are enforced (which may involve the assessment of a QC compliance deviation).**

5-3.2 Disposition of Segregated Mix

Segregation occurring in hot mix shall be dealt with as detailed below.

1) Slight Segregation: Slightly segregated mix will be accepted into the work with no payment reduction.

2) Medium Segregation:

- a) **Binder Courses and Levelling/Padding Courses With a Total Thickness of Not Less than 40 mm [see Note 3]**

Medium **segregation in binder, levelling and padding** courses will normally be left in place with no payment reduction [see Note 4)].

However, any areas of medium segregation that deteriorate prior to being overlaid by another pavement course must be repaired at no cost to the Ministry.

- b) **Surface Courses**

Medium segregation in surface courses will normally be left in place with no payment reduction, or repaired at the discretion of the Contract Administrator.

- 3) **Severe Segregation:** All severely segregated mix must be repaired by removal and replacement.

Notes: 3) Textural problems in levelling/padding courses with thicknesses less than a normal lift of hot mix (i.e. less than 40 mm, in most cases), any bullnose or tapers that were not machine-laid and any areas of "handwork" will be dealt with solely on the basis of their workmanship and not on segregation assessment.

- 4) When a binder course with medium segregation will be open to traffic over the winter, the Contractor should be notified that the cost of any emergency repairs during the winter will be charged to the Contractor.

5-3.3 Continuing Segregation

When the Contractor has continuing problems with medium or severe segregation and **the Contractor has not adequately dealt with (i.e. in accordance with the requirements of SP 199S53)**, then the matter should be brought to the attention of the **Contract Control Officer** and/or Area Construction Engineer. The Ministry **may** consider the possibility that factors beyond the Contractor's control such as experimental equipment or mix may be contributing to the problem. The Ministry will then determine whether or not to instruct the Contractor to stop paving. If the Contractor is instructed to stop paving, the Owner will not be held responsible for any additional costs that the Contractor may incur as a result of the shutdown.

After instructing the Contractor to stop but before paving restarts, a special meeting should be held with the Contractor to emphasise the seriousness of the matter and **the** potential for further stoppages regardless of the Contractor's proposals to make repairs and/or agreement to payment reductions **and/or the issuance of QC compliance deviations**. The intent of the meeting is to prevent further placement of new pavement that will not perform as well as pavement placed without segregation. The meeting should be attended by the next level of management higher than the on-site supervisors for both the Ministry and the Contractor, wherever possible. In some cases, these individuals should observe the pavement after restarting operations for themselves.

**SAMPLE LETTER TO CONTRACTOR - #5-1
(Version 1.0)**

TO: _____
(NAME OF CONTRACTOR)

CONTRACT NO.: _____ HIGHWAY NO.: _____

Re: **Notice of (General/Mid-Lane) Segregation for _____** (Hot Mix type)

Segregation has been observed in the mat, contrary to the requirements of OPSS 313.07.01.17 on _____ . The (general) area(s) where this segregation has been noted is as follows:

Lift No.: _____ Lane No.: _____ From Station: _____ to Station: _____

Lift No.: _____ Lane No.: _____ From Station: _____ to Station: _____

Lift No.: _____ Lane No.: _____ From Station: _____ to Station: _____

etc.

It should be noted that there may also be other areas of segregation than those identified above.

While a formal assessment and the disposition of this mix will be determined at a later date, the Contractor is hereby informed that action is immediately required to eliminate any further incidences of segregation.

Contract Administrator, MTO

Date

Contractor's Representative

Date

cc: Head, Regional Quality Assurance

5-3.4 Challenging the Degree of Severity

This section applies to contracts **containing** the SP [see Note 5)] which includes the following mechanism for resolving disputes arising from differences in the assessment of the degree of severity:

- 1) The Contractor will be allowed to challenge, in writing, the degree of severity of any segregated areas which have been assessed as either medium or severe by the Contract Administrator. The Contractor must list each disputed area, its dimensions and his own assessment of its severity, **in the written challenge**.
- 2) The Contractor will normally be allowed a maximum of four separate written challenges for each Contract item, where the item has at least 30000 tonnes of hot mix. **However**, the Contractor will **only** be allowed up to two written challenges, where the item has less than 30000 tonnes of hot mix.
- 3) Another representative of the Owner, who is qualified in segregation assessment, will make a second visual assessment of each of the areas that were disputed by the Contractor. That assessment must be carried out within five working days after the Contract Administrator has received the Contractor's written challenge. The second assessment will normally be carried out by the appropriate Regional Quality Assurance Officer or a representative of the Bituminous Section **and the results will be binding on both the Owner and the Contractor**.

Note 5): The Contract Administrator, at his own discretion, may also use the challenge procedure, for contracts that do not contain the SP.

5-4 Other Pavement Surface Defects

For causes other than segregation (i.e. "other pavement surface defects"), if the Contractor has not adequately dealt with defective pavement, in accordance with the requirements of SP 199S53 , the Contract Administrator should:

- Review the defective pavement, determine the quantity of hot mix involved, the severity of the problem, the disposition of the area in question and the responsibility for the cost for any remedial work, if required.
- **Discuss** his/her findings and recommendations with the **applicable Regional Quality Assurance Section (and possibly the Bituminous Section)** prior to informing the Contractor.
- **Enforce the requirements of SP 199S53 up to and including the issuing of deviation(s).**

5-5 Repairs

The method(s) of repair chosen by the Contractor will be subject to the approval of the Contract Administrator, after first consulting with the applicable Regional Quality Assurance Section.

Generally, repairs will either consist of removal and replacement with new hot mix or a hot mix overlay, where it is permitted.

For some defects, overlays on traffic lanes beneath structures may be allowed on open roadways or beneath structures, if clearances between the pavement surface and the underside of the structure after overlay do not exceed the tolerable limit. Overlays on traffic lanes beneath posted structures, adjacent to curb-and-gutter or on bridge decks will not be permitted.

Repairs **by removal and replacement or a hot mix overlay must** be full lane or shoulder width (i.e. between existing longitudinal joints including any lane markings which may be present) **and completed using a paver.**

Localised repairs may be permissible for mid-lane segregation in binder courses, where defects other than segregation are located on a paved shoulder or where the defect is so small that it can be removed with a single core. However, it should be noted that localised repairs will not be permitted for longitudinal streaks located anywhere within the vicinity of the wheelpaths.

Where localised repairs are allowed for mid-lane segregation, these repairs must:

- Not exceed 300 mm in width
- Be to the full depth of the subject lift; and
- Be entirely tack-coated.

When a defect is located on a paved shoulder, the Contract Administrator may allow an isolated repair of the paved shoulder only.

In some cases, **where the defect has** a maximum dimension of 150 mm, the Contract Administrator may allow **it to be** removed by a single core. Where removal by core is allowed, the replacement of the pavement must be consistent with the repairs required for cored holes taken for sampling purposes. The Contractor must clean out and sponge dry the cored hole. The hole is then filled with hot mix and compacted using a mechanical compactor with a round foot slightly smaller than the diameter of the cored hole. The holes are then filled to conform with the adjoining undisturbed pavement.

Hot mix used in all repairs must meet the requirements specified for the tender item in the Contract. All repairs must be done in a slightly and workmanlike manner complying with all requirements for placing hot mix stated in the Contract. All repaired areas must be entirely tack-coated and all transverse joints in surface course repairs must butt up to the vertical face.

5-6 Payment Issues

5-6.1 Repairs

All repairs for remedial work due to **segregated or otherwise** visually-defective mix, including pavement which has been removed and replaced, additional shouldering, traffic control and any other work which has to be redone such as zone painting or bridge deck waterproofing will be made entirely at the Contractor's expense.

The Contractor will not be charged for any reclaimed asphalt pavement (RAP) used in the repairs. However, should a shortfall in RAP quantity occur on the Contract, the additional RAP used in the remedial work will be taken into consideration, in addressing the shortfall.

5-6.2 Bonuses/Price Adjustments

Contracts Containing SP 103S38

Under some conditions, surface courses constructed in contracts containing the SP, will be entitled to a bonus or, in some cases, assessed a price reduction. These conditions, along with the method used to calculate the bonus is described in Section 313.10 of OPSS 313, as amended by the addition of clause 313.10.01.03 in the SP.

Contracts Not Containing SP 103S38

Where the contract does not contain the SP and where payment reductions for segregation in surface courses are allowed in lieu of repairs, the Contractor will be assessed a payment reduction of \$2000 once and for:

Mid-Lane Segregation: an additional payment reduction of \$2.50 per linear metre will be applied.

Other Segregation: an additional payment reduction of \$2.00 per square meter will be applied. The area of each patch shall be computed by multiplying the full lane width by the length of the patch and rounding to the next whole square metre.

5-7 Construction Office (St. Catharines) Involvement

It will only be necessary to refer cases to the Construction Office (St. Catharines) when, in the opinion of either the Bituminous Section or the Region, they are not fully covered herein and/or there are reasons why some variation of the policy should be applied.

Chapter Six

MEASUREMENT AND ACCEPTANCE OF PAVEMENT BASED ON SMOOTHNESS

6-1 General

The purpose of this section is to provide guidelines for the acceptance of bituminous pavement on the basis of its surface smoothness, measured using both a profile measuring device and a straight edge.

Special Provision No. 103F31, entitled “Asphaltic Concrete Surface Tolerance and Payment Adjustment for Surface Smoothness”, **which will henceforth be referred to as the “SP” in the remainder of this Chapter** is being applied in **nearly** all new contracts which involve the construction of at least one lift of hot mix.

6-2 Definitions

The following terms need to be defined for the purposes of this section:

Blanking band: a band of uniform height “B” in mm (0 mm for asphaltic concrete) with a length equal to the subplot length, which is positioned optimally between the highs and the lows of the profile trace to “blank out” as much of the profile trace as possible.

Existing Surface: means the original pavement surface prior to construction under the Contract.

Filter factor: an input parameter which can be used to electronically modify the surface trace.

Initial profile index: the first profile index measured for a given subplot, as soon as it is feasible to do so after final rolling.

Profile index: the rate of smoothness averaged over both wheelpaths for a given subplot of surface course or any given corresponding pavement section.

Profile Measuring Device (PMD): a device used for measuring the pavement profile.

PMD Operator: means the Ministry-approved person who actually operates the PMD or the Ministry-approved Quality Control Technician (QCT) or the Paving Control Technician (PCT) who provides on-site direct supervision during the operation of the PMD.

Rate of smoothness: the amplitudes of all of the individual bumps and depressions outside of a blanking band which are greater than 0.8 mm and which also extend at least 0.6 m, as measured by a PMD along the profile length, are all added together and then divided by the subplot length or the length of any given pavement section; expressed in mm/km.

Reduction length: an input parameter which is equal to the subplot length, normally set at 100m.

Sublot: a continuous traffic lane of pavement; including partially-paved shoulder (up to 0.3 m in width), if present; which has been measured by PMD for purposes of repairs/payment adjustments and normally having a length of 100 m measured horizontally for highway survey purposes.

Scallop: a bump or depression in the pavement surface, at a location which is automatically determined by the PMD's computer as either a line through the profile trace for McCracken profilographs or a shaded mark above the trace for Cox profilographs (see Note 2) which is at least "S" mm ("S" = 10 mm shall be the upper limit for acceptability for asphaltic concrete) above or below a 7.5 m long baseline which is constantly changing in elevation due to the surrounding pavement.

Subsequent profile index: any profile index measured after the initial profile index.

Tolerance(s): shall refer to measurements of deviations which are taken using a rigid metal straight edge.

Wheelpaths: means 1.0 m on each side of the centreline of the actual trafficked lane. The trafficked lane does not include adjacent paved areas such as paved shoulders or tapers.

6-3 Tolerances and Surface Smoothness

6-3.1 Tolerances Measured by Straight Edge:

The requirements for tolerances apply to all hot mix, regardless of whether or not surface smoothness measurements using a profile measuring device also apply [see Note 1), below]. The requirements for tolerances are included in SP. When required, the tolerances must be measured using a rigid metal straight edge, 3 m in length, which has been approved by the Contract Administrator.

For all binder courses and their joints and all padding, the tolerances of the pavement surface must be such that when tested with a 3 m long straight edge placed anywhere, including the edge of the pavement, in any direction on the surface, except across the crown or drainage gutters, there must not be a gap greater than 6 mm between the bottom of the straightedge and the surface of the pavement.

For all surface courses, the tolerances of the pavement surface must be such that when tested with a 3 m straight edge placed anywhere including the edge of the pavement, in any direction on the surface, except across the crown or drainage gutters, there must not be a gap greater than 3 mm between the bottom of the straightedge and the surface of the pavement.

Tolerance measurements should be carried out by the Contractor for quality control. In addition, at any time, the Contractor may be required to take additional tolerance measurements at the direction of and in the presence of the Contract Administrator. In some instances, Ministry representatives may take the measurements as well [see Note 1), below].

Note: 1) Where sublots have been measured by profilograph, tolerance measurements using a 3 m straight edge can be used to check longitudinal joints and the transverse profile across a lane. The straight edge may also be used to confirm the locations of transverse bumps (scallop) shown on the traces, but it should not be used to replace profilograph results if the amplitudes of the bumps (scallop)

shown on the profile traces indicate them to be acceptable, but the straight edge indicates a failure (unless the area being measured is exempt from surface smoothness-related payment adjustments and repairs). Since the baseline of a profilograph is not the same as a 3 m straight edge, different results should be expected. Therefore, if a question arises regarding the reliability of the profile traces, then the Contract Administrator can, at any time, ask the Contractor to re-run any area in the Contract Administrator's presence or hire another profilograph to do audit testing.

6-3.2 Surface Smoothness

For contracts which contain SP 103F31, where the posted speed limit is greater than 60 km/hr and the pavement consists of at least one lift of hot mix (excluding padding or levelling) consisting of at least 5000 tonnes, all surface courses must be measured for surface smoothness using the profilometer described in the special provision and in Section 6-4, except in the situations **outlined in clause 313.07.01.16 of OPSS 313, as replaced by the SP.**

6-4 Profile Measuring Device (PMD) & Approval of Paving Control Technicians/Operators

6-4.1 Profile Measuring Device / Calibration and Correlation

For all contracts containing **SP 103F31**, the Contractor must provide a computerized California profilograph or another equivalent Profile Measuring Device (PMD). Such a device has to be approved by the Ministry to measure the surface smoothness of the pavement and all scallops. For the purposes of this Field Guide, any PMD provided by the Contractor for surface smoothness measurements will be referred to as the "Contractor's PMD", regardless of who owns and/or operates it.

California profilographs must conform to ASTM E 1274–88, "Standard Test Method for Measuring Pavement Smoothness Using a Profilograph". The details of what is considered acceptable are included in LS 293.

The calibration of the Contractor's PMD must be verified for both height and distance recording. The accuracy of the height recording must be ± 0.5 mm and the accuracy of the distance recording must be ± 0.3 m in 30 m at all times.

The height calibration must be checked on a daily basis, and the distance calibration checked on a monthly basis. Both calibrations must be carried out in accordance with LS 293.

In addition, the vertical calibration of the Contractor's PMD must be verified each time the PMD is re-assembled or whenever the Contract Administrator requires it.

The Contractor must also ensure that, at all times during testing, the air pressure of the measuring wheel is within the equipment manufacturer's allowance.

The Contract Administrator should occasionally check and record the air pressure of the profilograph's measuring wheel [25 p.s.i. \pm 1 p.s.i. (or 170 kPa)]. He should also occasionally be present when the Operator is verifying the height and distance calibrations of his profilograph. In addition, if the Contract Administrator feels the measurements taken by the Contractor do not accurately reflect the perceived roughness of the pavement, he or she can ask the Operator to verify the height or distance calibrations in the Contract Administrator's presence at any time.

The Contractor's PMD must be correlated on an annual basis and prior to use on any of the Ministry's contracts, in accordance with LS 293.

In the past, all PMD's were only pushed manually during the correlation. However **now** most companies are adapting motors behind the PMD or using small garden tractors or similar vehicles to power them. **For this reason, each PMD is now being approved for the mode of operation (i.e. manually or powered) which the operator is most likely to use.** In addition, **after each correlation**, the Ministry has been engraving the rim of each **approved** measuring wheel, with an **identification letter (and usually a signature e.g. "John A. Blair")**. **Therefore, before any measurements are taken**, the Contract Administrator must check with the appropriate Regional Quality Assurance Office to determine **the mode of operation and the measuring wheel(s)** that the Contractor **used during the yearly correlation**. **Any change in the mode of operation or repairs to any portion of the PMD or any change in the measuring wheel(s) that was (were) approved** will require re-correlation at the Correlation Site. **However, if the PMD was approved for powered operation, but the powering unit fails and the Contractor is forced to use it manually, then the PMD does not have to be re-correlated, as long as the powering unit is repaired and powered operation is restored within one month's time.**

6-4.2 Approval of Paving Control Technicians / Operators

The Ministry requires that all companies operating profilographs must have at least one different person approved by the Ministry to supervise each profilograph that the company owns. The Ministry can approve both Operators and/or Quality Control Technicians (QCT's) or equivalents to provide direct supervision during the operation of each profilograph. In any case, regardless of who has been approved, the Ministry wants to ensure that there is at least one approved person at the site from the company that owns or operates the profilograph, while it is being run.

Every approved person must be familiar with the most current smoothness specifications, Field Guide, LS 101, LS 293 and ASTM E1274-88 and be experienced using the equipment and interpreting the data. As a result, a written test as well as a hands-on demonstration is required for all candidates. Each successful candidate receives a signed card which must be carried when taking profilograph measurements. The Contract Administrator may ask to see **that** card at any time.

6-5 Surface Smoothness Measurements

6-5.1 Lot and Sublot Size

For surface smoothness measurements, a lot **is** defined as all pavement in a given surface course contract item that has been measured by PMD. Each lot will generally be divided into 100 m sublots, upon which corrective work and individual pay adjustments for surface smoothness will be evaluated.

Prior to the pre-pave meeting, the Contractor must present a sketch of the proposed locations for each sublot to the Contract Administrator, in accordance with the guidelines presented in this Section. The sketch should show each lane with all of it's sublots, any areas that will be excluded from being measured by the PMD, any other areas that are to be measured for information purposes (i.e. will not have surface smoothness-related payment reductions or repairs) and any areas which will be exempt from smoothness-related payment reductions only. It is not required that the sketch be drawn to scale. The stations covered by each sublot should be readily apparent from the sketch.

Each sublot will be assumed to be 100 m long, unless it is otherwise indicated on the sketch. In order to maintain 100 m sublots on steep grades or superelevations with even stations, the stations of the sublots may have to be slightly adjusted, in order to compensate for the actual measurements taken along the profile [**see Note 2**]. Slightly shorter or longer sublots

may be designed at the end of the steep grade or superelevation, in order to go back to even stations for any sublots that follow.

It is recommended that, for each traffic lane, all included sublots should be numbered sequentially in the direction of traffic, *no subplot should have the same subplot number as any other one* (unless one of them is from a pavement surface beneath the other) and no subplot should be carried over from one lane to the next. If only one direction is involved, then the numbering should be in the chainage direction, if at all possible. A subplot should not be broken by any area that will not be measured. Therefore, if there is an area such as a bridge in which payment reductions may apply to part of it (such as the bridgedeck itself) but there are other parts where they may not apply (such as in the abutment areas), three or more sublots may be necessary to completely define the bridge (see Section 6-5.1.3).

The Contract Administrator will evaluate the validity of all of the areas which the Contractor has shown on the sketch which are not to be measured or which are claimed to be exempt from surface smoothness-related payment reductions or repairs.

There may also be some other areas where the Contractor claims he cannot sufficiently control truck traffic before the hot mix is likely to sufficiently cool, areas over rigid structures where the design profile over such structures may not permit the correction of pavement distortions or any other areas where the Contractor believes that circumstances beyond his control may prevent him from obtaining acceptable smoothness (see Section 6-5.1.4). After discussion with the appropriate Regional Quality Assurance Section and the Bituminous Section, the Contract Administrator may or may not decide to modify the Contractor's sketch. In any case, once these "Excluded Areas" have been accepted by the Contract Administrator, they will not be payment-adjusted, even if they receive a bonus and such areas will not be included in the tonnage calculation for the lot.

The Contract Administrator should mark an "X" through each accepted subplot on his or her copy of the sketch, to show that it has been completed and accepted.

The Contractor must fill out all of the applicable information in a form similar to the one shown later in this chapter. Note that the form shows that **the individual initial and final rate of smoothness measurements for both wheelpaths and their average PI's are all being placed in consecutive vertical cells**. This is critical in Excel spreadsheets so that the information can be easily transferred from file-to-file.

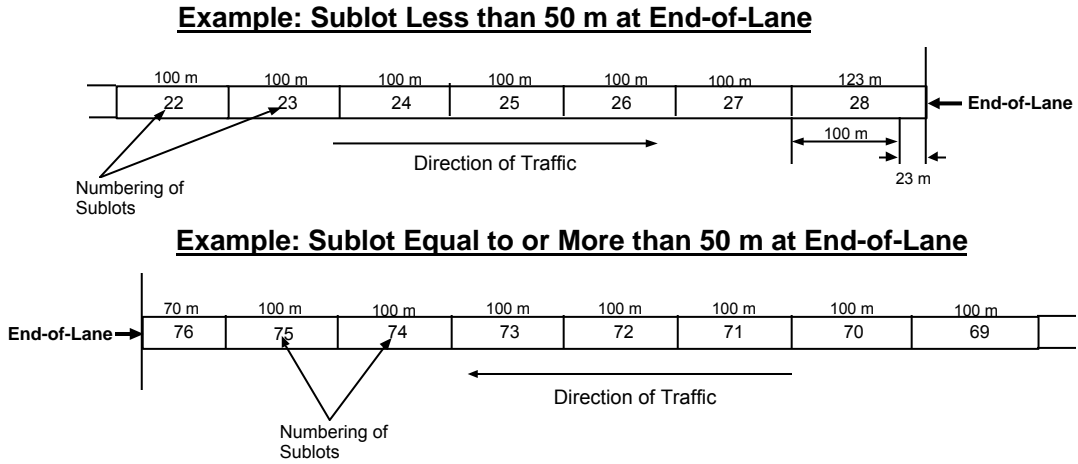
Note 2): It should be noted that, on grades, if the surveyed stations are horizontally-projected they will not match the actual distances travelled along the profile. Such differences should be taken into account by the Contractor when drawing the sketch, since all sublots must be 100 m along the actual measured profile (except at the end of a lane etc.). The PMD must not deviate from the stated stations by more than 1%. To avoid this, the PMD Operator should be aware that LS 293 requires that no individual profile run can be more than 500 m in length. Therefore, when each profile run has been completed, the Operator should set up at the beginning of the first subplot following the last one that was completed.

6-5.1.1 Sublots at End-of-Lane

If, after the last complete subplot within a lane, the remaining portion of the lane is greater than or equal to 50 m in length, then that remaining portion of the lane will be considered to be the last subplot in the lane and the reduction length (i.e. the input parameter which sets the subplot length) must be reduced by the Operator to the smaller subplot length. If the portion left at the end of the lane is less than 50 m in length, then it will be added to the previous subplot in the lane and the reduction length of the larger subplot must be increased by the Operator to the larger subplot length.

In either case, the profile index of the affected subplot will be averaged over the increased/reduced subplot length and the subplot will be considered equally with all other sublots when calculating the overall pavement factor.

Figure 6-1: End-of-Lane Sublots

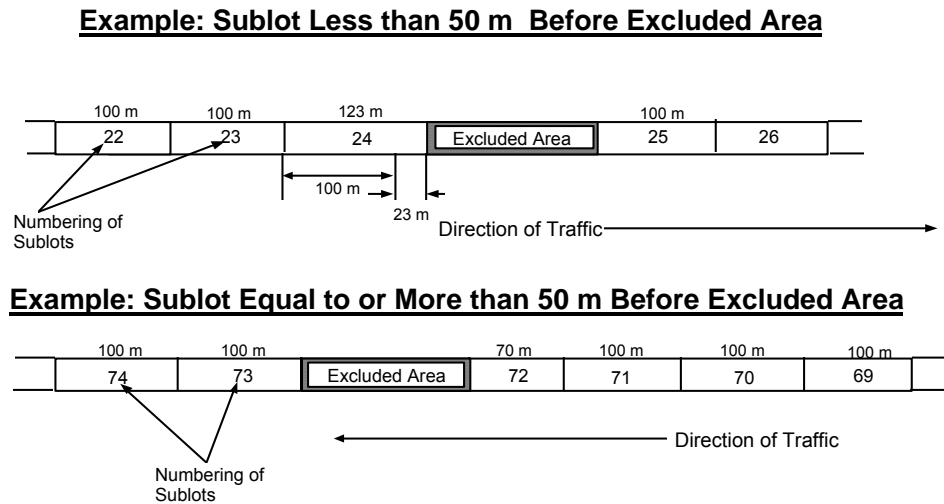


6-5.1.2 Sublots Before Excluded Areas

If an area is encountered that is excluded from smoothness measurements by profilograph, then the portion of the lane encountered prior to that area may either be added to the previous sublot or a new sublot created in the same manner as described for end-of-lane sublots in Subsection 6-5.1.1.

The sequential numbering of the sublots should resume after **the** excluded areas.

Figure 6-2: Sublots Before Excluded Areas

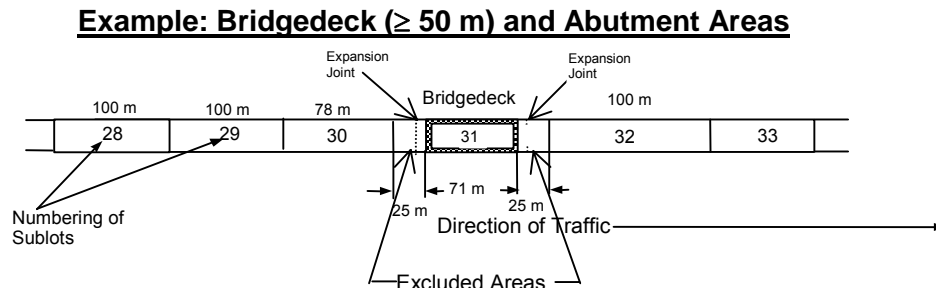


Where sublots have been changed in size by the Operator, the Contract Administrator must always ensure that the new reduction length has been recorded on the header accompanying the trace.

6-5.1.3 Bridgedecks

The example in Figure 6-3 below, shows a bridgedeck more than 50 m long located between two expansion joints. Measurements are not required within 15 m on the roadway side and within 10 m of the expansion joint at each end of the bridgedeck. Bridgedecks and bridgedeck sections less than 50 m are excluded from measurements.

Figure 6-3: Bridgedecks



6-5.1.4 Additional Excluded Areas

At the pre-pave meeting, the Contract Administrator will discuss the Contractor's sketch with the Contractor. At that time, the Contractor will be required to defend any additional areas shown on the sketch, (other than those noted in Section 6-3.2), that the Contractor believes should be excluded from measurements. Such areas may include certain intersections where the Contractor feels that the truck traffic cannot be sufficiently controlled before the hot mix has sufficiently cooled, areas over rigid structures where the design profile over such structures may not permit the correction of pavement distortions or any other areas where the Contractor expresses concern that circumstances beyond his or her control may prevent him from obtaining acceptable smoothness. The Contract Administrator will evaluate the Contractor's concerns and, after discussing with the appropriate Regional Quality Assurance Section and the Bituminous Section, the Contract Administrator may either leave the sketch the same or he may choose to modify it. In any case, any such additional areas will only be able to receive a maximum payment factor of 1.0 (i.e. no bonuses will be allowed).

The decision of the Contract Administrator regarding any additional excluded areas will be binding on both the Ministry and Contractor and the Contractor should be aware that no other areas may be excluded from the requirements for surface smoothness measurements (unless damage occurs due to circumstances beyond the Contractor's control) once paving of the surface course begins.

6-5.2 Measurement of Surface Smoothness

The Contractor must clearly mark out each subplot on the pavement surface or shoulder prior to testing. All such marks (or stakes) for the surface course must remain visible and unobtrusive until any measurements taken for payment purposes (or for the purposes of identifying scallops) are completed and accepted.

The Contractor is required to do smoothness testing within 10 business days of a subplot being constructed. However, on bridge decks **at least 50 m long (i.e. bridge decks less than 50 m long are exempt from measurements)**, the testing should take place prior to the installation of the expansion joints.

Under no circumstances whatsoever should surface smoothness measurements be taken on any asphalt that is so warm that the bogey wheels of the PMD are sinking into the mat or particles of soft hot mix are sticking to the measuring wheel.

The Contractor must give the Contract Administrator or his representative a minimum of 48 hours notice prior to the first smoothness testing carried out on each surface course item within the contract. For any other smoothness testing, the Contractor must give the Contract Administrator or his representative at least 24 hours notice prior to testing.

Initial and subsequent profile indices for a given subplot should be averaged over both wheelpaths and then rounded to the nearest whole number in accordance with the rounding procedure, LS 100, given in Appendix B.

The wheelpaths for measuring surface smoothness, are located at a distance of 1.0 m on either side of the centreline of the actual trafficked lane and these are the locations that will be measured in the event of a dispute. However, it is likely that lane painting will not be completed at the time the surface smoothness measurements are being carried out. In this case, the centreline of the lane may be approximated from the design dimensions for the lane and shoulders and suitable reference points as long as the 150 mm tolerance requirements for the wheelpath measurements will be maintained.

Where the Contractor cannot ensure that the measurements are within the required tolerances or the proposed reference line will not remain intact until the subplot has been accepted for payment by the Contract Administrator, then the Contract Administrator will have the right to require changes to the Contractor's proposed reference line or offset or, if necessary, he can require that the Contractor establish a permanent surveyed reference line for the affected subplot(s) at no additional cost to the Owner. In any case, the Contract Administrator must agree to the reference line and offset that the PMD Operator is intending to use each day.

All smoothness measurements must be done in the direction of traffic. This likely means that, after one wheelpath in a lane is measured, then the PMD must be pulled back to the beginning of the pavement section before the other wheelpath is measured.

For California-type profilographs, the testing must be carried out as per ASTM E1274-88 (LS 293 will take precedence where conflicts arise), with a blanking band height "B", set at 0 mm; i.e. a *Zero Blanking Band*.

The individual payment adjustment for a subplot can only be based on the initial profile indices, unless the subplot has either been repaired or it has been re-tested at the request of the Contract Administrator. Normally this means that the Contractor's PMD is only allowed to measure a subplot's wheelpath once.

The Contractor must ensure that the surface to be tested is clear of any loose stones, debris etc. which could significantly affect the results. Running the PMD over such debris will not be considered as a valid excuse for re-testing a subplot.

The Contractor will always be expected to make a reasonable effort to prevent vehicles at intersections & private entrances & exits from crossing newly-placed hot mix before it has been sufficiently compacted & allowed to cool. This will involve contacting any & all affected businesses & homeowners & the placement of tapes, flagging and/or temporary barricades.

If any area has still suffered damage, due to circumstances beyond the Contractor's reasonable control, prior to being measured, then the Contractor must inform the Contract Administrator, in writing, within one working day of the damage occurring. The Contract Administrator will then decide if the area should be excluded from the requirements for surface smoothness.

The Contract Administrator must receive one continuous, unbroken, *original* profile record for all measurements conducted that same day from the Contractor. However, if the Contractor made prior arrangements to hand over the profile record to the Contract Administrator or his/her representative, yet neither were on site at the agreed-upon time, then the Contract Administrator or his/her representative must make sure that it is received the next day that one or the other is on site. The Contract Administrator should not accept either a broken daily profile record or a paper spool which has been signed on any other day except the day that the measurements were taken, for any other reason without a valid explanation from the Contractor.

It should be noted that, recently it has come to the Ministry's attention that duplicates of profile records which are produced from electronic files on Cox Brothers profilographs sometimes neglect to include the amplitudes of one or more bumps/dips close to the ends of a subplot (thus producing a slightly reduced rate of smoothness). According to the manufacturer, such discrepancies have been known to occur only when metric units are being used and that the trace produced while the profilograph is being pushed is always the correct one. Since the Ministry has always maintained that the original trace produced at the site and handed to the Contract Administrator is the one which is used for payment purposes, it is imperative that companies operating Cox profilographs note down the profile indices for all sublots prior to handing over the daily profile record.

The daily profile record may have profile traces representing various sublots from different mix types, lifts, lanes, etc., depending on what was measured. Specific details of the notations which are required both within and on the outside of the daily profile record are included in LS 293.

Prior to doing any testing, the daily record must be signed by both the Ministry-approved PMD Operator or the Contractor's Quality Control Technician and the Contract Administrator or his representative.

When a series of sublots does not show a header with all applicable input parameters or if there is any discrepancy in the numbering of lots, stations, etc., then the Contract Administrator has the right to refuse payment for the affected sublots (i.e. they will have to be re-tested to determine the appropriate payment factors for those sublots).

Areas of special conditions, such as superelevations or curves and any additional information such as joints or major intersections should be clearly marked on the profile traces and the summary sheets.

Sublots with traces that are incomplete, of improper format, or missing shall be deemed incomplete and unacceptable for payment purposes.

After the initial profile trace is made, all areas where scallops with “S”-values greater than 10 mm, must be marked on the pavement surface by the Contractor prior to doing any corrective work. The Contract Administrator should review these areas prior to repair.

The *original profile traces* for pavement surfaces being measured for surface smoothness must be available to the Contract Administrator, at any time for inspection. The Contract Administrator must be given all of the *original profile traces* for all surface courses and all binder courses (when measured beneath OFC or on carry-over contracts), prior to acceptance.

The Contractor must fill out all required information for the surface course(s) and the existing or binder surface, where either has been measured, on summary forms similar to those shown in **Figure 6.4**. The forms must be submitted to the Contract Administrator no later than five business days following the date when the measurements were taken and prior to any corrective action taking place. Separate summary sheets shall be filled out for all of the sublots measured for payment purposes and the existing or binder surfaces where they have been measured.

The amplitudes of all scallops, shall be measured in accordance with LS 293 and recorded in the summary sheets, along with all other relevant information.

The Contractor must also provide summaries of all rate of smoothness measurements taken in both wheelpaths from each subplot in Microsoft® Excel spreadsheet file(s) on 3.5” floppy disks or CD’s for IBM-compatible PC’s. The Excel spreadsheets should be set up so that **both the individual initial and final rate of smoothness measurements for both wheelpaths and their average PI’s are all being placed in consecutive vertical cells**, so that the data can be easily transferred from one file to another. One copy of all completed summary forms and the **floppy disks or CD’s** must be sent to:

Bituminous Section
1201 Wilson Avenue
Room 238, Building “C”
Downsview, Ontario
Attention: M. Ahmed

The Contract Administrator must ensure that the summary sheets and all *original profile traces* are received from the Contractor, in accordance with the requirements of the specification. This will avoid conflicts which could arise later.

6-5.3 Effects of Chatter

It is possible for the driver of a vehicle to experience a vibration commonly known as “chatter” in a pavement where the profile indices indicated an acceptable ride. Experience with this phenomenon indicates that it appears to occur when a series of small amplitude regularly-spaced waves have been constructed into the pavement surface. These waves appear to have amplitudes of 0.8 to 2.0 mm and wavelengths of about 1.5 to 2.0 m, as indicated by the profile traces. Although they are numerous, the amplitudes of these waves are small enough so that they do not produce a profile index greater than the acceptable range (generally, at the upper end of the range). Such small waves would not normally be a problem, except that they are regularly-spaced and appear to set up a vibration in certain vehicles passing over them.

Since these waves appear to be caused by problems with the paver (e.g. a defective screed), the Contract Administrator should treat this phenomenon as he would with any other problem associated with a defective paver, since there is often a definite visual textural deficiency associated with it (see Section 5-2).

6-5.4 Carry-Over Contracts

For contracts containing the SP and where an upper binder course is left in place for the winter but the surface course is constructed the following construction season, the Contractor will be allowed to either:

- 1) Reduce the profile indices of the sublots of surface course which will be constructed over the binder course by 15 mm/km or;
- 2) Take surface smoothness measurements on the upper binder course both in the Fall and in the next Spring at his own cost.

Where the Contractor decides to carry out the surface smoothness measurements on the preceding (i.e. upper) binder course, then the (fall) measurements must be taken immediately prior to halting construction for the season. The Contractor will then be required to re-measure the surface smoothness of that preceding binder course in the same season that the surface course is constructed immediately after the frost has come out of the ground.

To ensure that the two sets of measurements taken on the upper binder course for payment purposes are coincident with one another, the **Contract Administrator** must **ensure that the Contractor** clearly and permanently **marks** the subplot stations at regular intervals of no more than 100 m and the reference lines and offsets used for each wheelpath on the pavement surface at the edge of the lane before the end of the season in which the binder is constructed.

Since such measurements are extremely important to the final payment factor for the surface course, the Contract Administrator must provide the same degree of inspection for these measurements as he is required to do for the measurements taken on the surface course.

If, in the Spring, the average profile index for all of the measured upper binder course is more than 5% greater than the measurements which were taken in the fall, then the profile index for each subplot of surface course overlying the measured upper binder course will be reduced by the difference in average profile index recorded for the measured upper binder course, in accordance with the following equation:

$$PI_{ASI} = PI_{MASI} - (PI_{AverageMRS} - PI_{AverageMBF})$$

Where: PI_{ASI} is the Adjusted Profile Index for the affected subplot of surface course,

PI_{MASI} is the Profile Index for the affected subplot of surface course,

$PI_{AverageMBF}$ is the average Profile Index for all of the upper binder course which was measured at the end of the season in which it was constructed.

$PI_{AverageMRS}$ is the average Profile Index for all of the upper binder course which was measured at the beginning of the same season (i.e. in the Spring) in which the affected overlying subplot of surface course is constructed.

However, if in the Spring, the average profile index for the measured upper binder course is not more than 5% greater than the average profile index for the measured upper binder in the fall of the same season in which the binder was constructed (or the following season, if the binder is left open for a second winter), then the profile indices for the surface course in all of the affected sublots will remain the same for payment purposes.

It should be noted that the surface course will not be adjusted in any area where the severity of ravelling in the binder course is found to be any worse than very slight in accordance with **SP-024**, entitled “Manual for Condition Rating of Flexible Pavements – Distress Manifestations”.

It should **also** be noted that, although the profile indices for the surface course will be corrected for carry-over contracts, there will be no such corrections for scallops with “S”-values greater than 10 mm.

Copies of the summary sheets for the measurements taken in the Fall and Spring on the binder courses should be provided to the Bituminous Section.

6-5.5 Damage to Surface Course

If an area of the existing pavement surface after milling and/or padding which underlies a subplot or an area of surface course within a subplot has been damaged, due to circumstances beyond the Contractor’s control prior to being measured for payment purposes, then the Contractor must inform the Contract Administrator, in writing, within one business day of the damage occurring.

If such damage has occurred to the existing surface after milling and/or padding, then the Contractor must not cover the affected area until a decision has been made by the Contract Administrator.

The Contract Administrator will evaluate the Contractor’s submission and decide if such damage could not have been foreseen by the Contractor, prior to construction. The Contract Administrator will then decide if such an area should be excluded in the final calculation for the payment factor and that decision will be binding on both the Ministry and the Contractor.

6-5.6 QA Testing

The Owner is required to conduct QA testing on a minimum of 10% of the QC (i.e. Contractor) measurements of the surface course which the Contractor will be constructing in a given construction season.

The Contract Administrator is required to choose the number and the locations of a series of randomly-chosen independent QA sections of pavement, from 300 to 1000 m long, which will be measured for QA purposes. Each independent QA section must comprise only complete QC sublots (i.e. the stations at the beginning and end of the sublots should be in multiples of 100 m as in the QC sublots).

Before choosing where these sections are to be located, the Contract Administrator must be given the sketch of sublots (see Section 6-5.1) and also be familiar with the Contractor’s plan for the construction of the surface course, especially if it will be done in several phases.

The Contract Administrator must first decide on the number and length of the randomly-chosen independent QA sections which he intends to have measured, assuming that only 10% will be measured. The guidelines **shown in Table 6-1** may be used for this purpose.

QA section) chosen to represent the excluded sublots. In any case, the pavement sections should be chosen in such a way that the Contractor Administrator can be reasonably assured that the 15 business day requirement for the QA measurements can be easily met.

After a QA section has been constructed, the Contractor should be informed of its location at least 48 hours prior to taking the QA measurements for that section.

The Contract Administrator will designate a third party, to operate an approved, i.e. correlated, PMD, on behalf of the Owner, which will be deemed to be the "Owner's PMD" for such testing.

The disposition of all QA sections resulting from a comparison between the average QA and QC profile index measurements **are** summarized in Table **A of the SP**.

Depending upon the outcome of the first couple of independent QA sections, the Contract Administrator might decide to increase the number of measurements beyond the initial 10%.

Although, the intent is to choose a minimum of 10% of the independent QA sections as randomly as possible, specific circumstances may result in more sections being selected using other criteria. For instance, if the Contract Administrator is driving over a section of pavement and the ride does not appear to reflect the numbers that the Contractor is presenting in the profile traces or summary sheets, then the Contract Administrator can have the Owner's PMD measure any other independent QA section as well. Another example may be when a significant difference exists between the QC and QA measurements for a particular section and the Contract Administrator decides to measure adjacent section(s) using the Owner's PMD to determine the extent of the problem.

As part of the QA/QC comparison of the QA sections, the Contract Administrator will also be verifying that the QC summaries and profile traces have correctly identified the number and amplitude of all scallops which have been identified by the QA measurements.

In any single subplot, if the Contract Administrator finds at least one scallop(s) present in the QA trace with an amplitude greater than 11.0 mm that is not identified in the applicable QC trace or the amplitude of at least one of the scallops within that subplot is at least 1.5 mm larger than the amplitude of the same scallop identified on the applicable QC trace and that difference affects how that scallop will be treated (i.e. the QA measurements indicate that the size of its payment reduction increases or that it now must be repaired) then:

- a) The QA profile traces and/or summary sheets for the affected subplot will be given to the Contractor,
- b) The QA measurements for that subplot will be used for the disposition of any scallops measured by the Owner's PMD within the affected subplot,
- c) The QA profile index will be used for the acceptance of the affected subplot, and will take precedence over any adjustment of that subplot based on the QC/QA outcome outlined in Table **A of the SP**, and
- d) The Contractor, may request referee testing (see Section 6-5.7).

For any of the QC/QA comparisons described in this Chapter, the Contractor will be providing all required traffic control, protection and lane closures for up to three separate visits to the site by the Owner's PMD for a combined total of up to 20 hours of measurements (excluding any waiting time in which the Owner's PMD was delayed by the Contractor). For additional QA measurements beyond 20 hours, a change order for additional traffic control, protection and lane closures should be issued.

6-5.7 Referee Testing

The Contractor **may** request “Referee Testing” for any individual QA section (based on average profile index measurements) or **for** an individual subplot (for scallops only).

If the Contractor’s written request is received within the specified time **frame**, then the Contract Administrator will select a company to conduct Referee testing from a list of consultants. **The conditions surrounding the Referee testing, how the results are evaluated and the consequences of differences between QA and QC are given in Section 313.08 of OPSS 313, as amended by the addition of clause 313.08.05.02.04 in the SP.**

6-6 Repairs and Redecisioning

Before any repairs are carried out, the contractor will be required to submit a proposal which **must be** agreed to by the Contract Administrator. **The repair options that are available, the extent of repairs as well as the conditions surrounding redecisioning are given in Section 313.08 of OPSS 313, as amended by the addition of clause 313.08.05.03 in the SP.**

If the Contractor has proposed diamond grinding as one of the repair options but the Contractor wishes to grind down more than 5 mm below the general profile of the surrounding pavement surface, then he may be required to prove by coring that the design thickness of the surface course will not be reduced by more than 5 mm after the repair. In addition, the slurry that is created by the diamond grinder must be completely removed from the site (i.e. it cannot be simply pumped onto the shoulder or over the shoulder into a drainage ditch) and must be disposed of in accordance with all applicable environmental regulations.

It should be noted that some Contractors may propose to use steel drum rollers after the pavement has cooled to improve smoothness. Cold rolling or any other compaction method which has the potential to cause checking will never be considered an acceptable method of repair and should not be accepted by the Contract Administrator.

6-7 Payment Issues

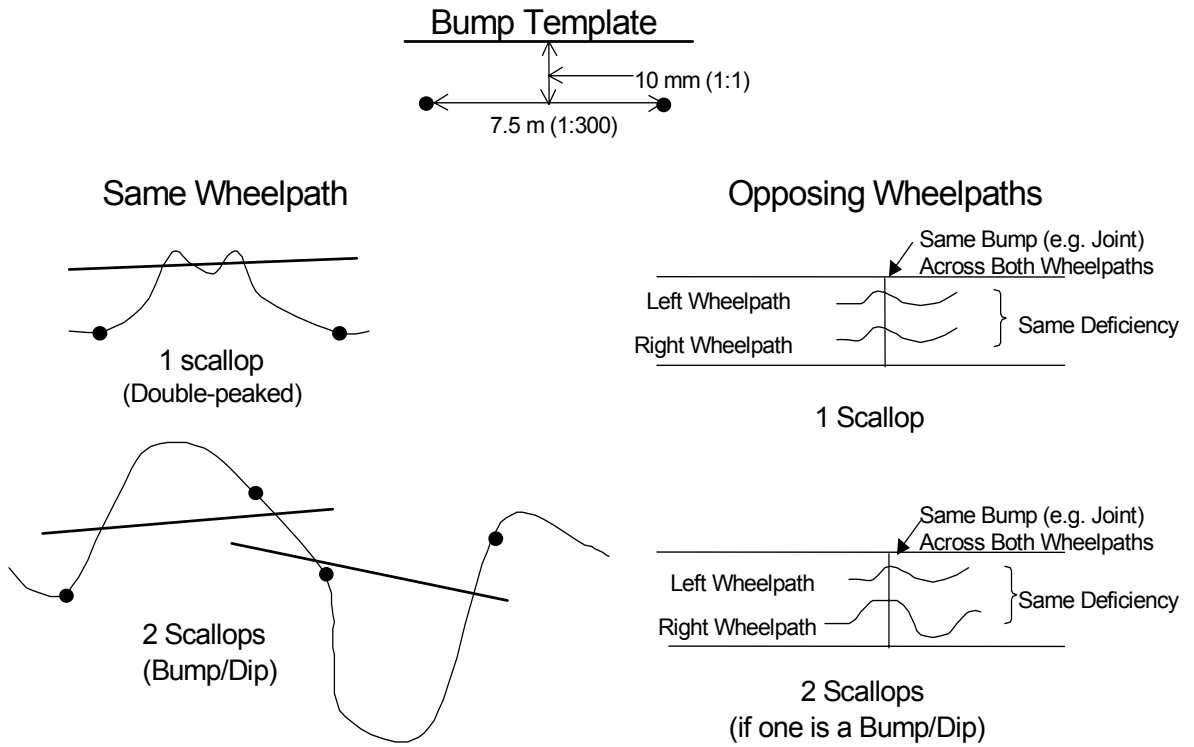
Price adjustments, based on profile indices and scallops, are calculated in accordance with the requirements stated in Subsection 313.10.01 of OPSS 313, as amended by the addition of clause 313.10.01.02 in the SP.

Since scallops can sometimes represent fairly major penalties, Figure 6.5 was compiled to present a few different scenarios in which bumps/dips may be counted either as single scallops or as two separate scallops for payment adjustment purposes. For instance, where two scallops have been recorded in adjacent wheelpaths in the same lane at stations which are within 3 m of one another and they are both left unrepaired, then the two scallops will be treated as a single scallop when being assessed a penalty. In addition, where the profile trace crosses the same “excessive height” line [see Note 3)], where it is printed on the profile traces, more than once within the same baseline distance of 7.5 m and these bumps are recorded as separate scallops, then these “multiple-peaked” scallops will be treated as a single scallop for penalty assessment purposes.

Note: 3) It should be noted that McCracken California profilographs actually print out the “excessive height” lines on the traces but Cox profilographs do not, making it

much more difficult to define some of these different scenarios. However, this can always be done on any trace by using a bump template to define the maximum amplitude and then by manually drawing the “excessive height” line.

Figure 6-5 : Comparison of One Scallop Versus Two



6-8 Responsibilities of the Contract Administrator

6-8.1 At the Beginning of the Contract

Since smoothness is included as part of the Inspection Task Manual, the Contract Administrator has **several** responsibilities related to the administration of the smoothness specification.

1) Review Contractor's Sketch:

At the beginning of the Contract, the Contract Administrator is responsible for reviewing the Contractor's sketch of the sublots in detail. The Contract Administrator must check that the sketch shows all relevant stations, subplot sizes, reference lines and offsets, major intersections, all areas to be measured and areas which are to be measured. It is also important that no two sublots have the same number. Too often the Contractor is using the same subplot number in different lanes which can become extremely confusing when the stations or the lane which is involved are either not included or they turn out to be wrong. Details regarding changes in subplot size near the end-of-lane or adjacent to areas exempt from surface smoothness measurements are given in Section 6-5.1.

It is important to determine if the Contractor has legitimately claimed areas which are to be exempt from measurements. Prior to paving, the Contractor may also ask that other areas be exempt from smoothness measurements. After discussing with the appropriate Region (and the Bituminous Section, if necessary), the sketch may be further modified, if necessary. **However, such areas will not be subject to a bonus.**

2) Hire a Second Profilograph to Do QA Testing:

The Contract Administrator must hire a second profilograph to do QA **testing**. **Such** testing must be carried out within 15 business days of the construction of each independent QA section of pavement. The amount tested must be at least 10% of the Contractor's QC sublots.

The consequences of differences between QC and QA results are given in **the SP**.

Under no circumstances should the QA (or audit) PMD be allowed to follow behind the Contractor's PMD, even if it means the Region has to hire separate traffic protection to accompany the audit PMD at another location (or at a later date).

There may be some cases, however, where representatives of the applicable Regional Quality Assurance Office decide that it may just be too costly or inconvenient to do the QA testing or auditing at some other location (such as projects constructed on limited access highways). If this is the case, then, in addition to the audit measurements, it is recommended that significantly more inspection ($\geq 50\%$) be provided by a person fully familiar with the operation of a profilograph and the specification at the time the Contractor's PMD is taking the measurements.

The Contractor is required to provide traffic protection, lane closures etc. for up to 3 separate visits representing a combined total of no more than 20 hours of measurements by the Owner's PMD.

Once the QA testing has been done, the applicable Regional Quality Assurance Section should be contacted, prior to discussion with the Contractor.

6-8.2 Prior to Taking Surface Smoothness Measurements Each Day

- 1) The Contract Administrator must check that at least one person on site from the company that owns the PMD has been approved by the Ministry. The Operator of the PMD, the Contractor's Quality Control Technician (QCT) or the Contractor's Pavement Control Technician (PCT) or their equivalents must have a valid approval card issued by the Ministry which is initialled by Masud Ahmed/John Blair [of the Bituminous Section] and Chris Wojcik [or Hannah Schell of the Concrete Section] and signed by the candidate. If there is any question on the validity of the card, the Contract Administrator should contact the applicable Regional Quality Assurance Section (or the Bituminous Section). A list of approved operators will reside with them.
- 2) The Contract Administrator must note down the make and serial number of the PMD and the engraved letter, serial # and signature on the measuring wheel for the PMD that the Contractor (or Operator) is using, then check with the applicable Regional Quality Assurance Section (or the Bituminous Section) whether that particular PMD and measuring wheel as well as its mode of operation (manual or powered) has been approved for use on Ministry contracts. Of course if the same PMD is being used each day, then there is only a need to check it once.
- 3) The Contract Administrator must ask and then observe while the Operator checks that the tire pressure of the "bicycle" wheel used for measuring (i.e. the "measuring wheel") is within the allowable limits (i.e. 25 +/- 2 p.s.i.).
- 4) The Contract Administrator must also observe the Operator during the height calibration and occasionally during the distance calibration as well (see Section 6-4.1 **and LS 293**).
- 5) Before the PMD Operator begins taking measurements each day, the Contract Administrator must discuss all of the areas to be measured and the reference lines and offsets that the Operator is planning to use that day. If the Contract Administrator does not feel that the reference line is sufficient or that it is not likely to remain in place until the job is completed, then the Contract Administrator can even require that the Contractor mark out the reference line using surveyed nails or some other more permanent method. This also applies to binder courses that are to be measured during the following spring (**i.e. carry-overs**), since those measurements can significantly affect the payment factor for the overlying surface course
- 6) The Contract Administrator and either the Operator, QCT or PCT (i.e whoever on site has a valid approval card issued by the Ministry) must sign and date (along with the time) the beginning of the profile record.

6-8.3 Each Hour During Surface Smoothness Measurements

The Contract Administrator should make sure that:

- 1) The PMD is only taking measurements in the direction of traffic.
- 2) Any particular subplot and wheelpath is only being measured once (i.e. initial measurements). It should be noted that additional, (i.e. subsequent), measurements may only be taken after repairs or at the request of the Contract Administrator.

It should be noted that some Contractors have expressed concern that they are not able to carry out their own QC testing on the surface course because the first measurements taken must always be reported to the Contract Administrator for acceptance. The Ministry takes the position that if the Contractor requires QC testing, then such testing should be done on the binder course.

- 3) Both sets of bogey wheels supporting the device, follow the same path exactly. If these wheels do not follow the same path, then the device is out of alignment and it “crabs” along the wheelpath. The Operator can adjust this fairly easily by loosening a special bolt at the back bogey wheels. It should be stressed that it is the responsibility of the Operator to ensure that the device is always tracking properly. Therefore any measurements taken while the machine is out of alignment are suspect and must be repeated.

When the Operator has finished a run, the Contract Administrator should:

- 4) Ask and then observe while the Operator checks that the tire pressure of the “measuring wheel” is within allowable limits (i.e. 25 +/- 2 p.s.i.) and that the device has been properly calibrated for height (using the calibration blocks).
- 5) Occasionally sign the profile trace with the date and time. This will allow the Contract Administrator to recall where the Operator was when he made the visit, if there are questions later regarding any suspected inconsistencies.

6-8.4 At the End of Each Day (Before Operator Leaves)

The Contract Administrator should make sure that:

- 1) The same single, continuous, profile record which the Contract Administrator has signed at the beginning of the day has been received before the PMD Operator leaves the site. Contractually, it is the Contractor’s responsibility to ensure that the profile record is given to the Contract Administrator, but the Contract Administrator must do all that is reasonable to make sure that he/she is on site to receive it.
- 2) The profile record should have enough information on both the outside and inside of the roll so that the results for each wheelpath in every subplot for the surface course and any other surfaces measured can be easily found. The Contract Administrator should not accept any traces without all of the required information.

6-8.5 At the End of Each Day (Back at the Trailer)

The Contract Administrator should:

- 1) Check again that the daily profile record has enough information so that the rate of smoothness measurements and scallops in every wheelpath and subplot can be easily found.
- 2) Keep a running summary of the rate of smoothness measurements in both wheelpaths and the heights and locations of all scallops. This is suggested in order to save the Contract Administrator a lot of grief later. If this is not done, the Contract Administrator will be looking through several different daily profile records when he/she has to confirm the results on the summary sheets (which will probably be given to the Contract Administrator at the end of paving). In addition, if the Contract Administrator has a running summary, it makes it much easier to determine if the profile indices being produced by the Contractor appear to be correct. For instance, when the Contract Administrator drives over a section of pavement, he/she can use the running summary to gauge whether the ride he/she experiences reflects the numbers that the Contractor is presenting before the final summary sheets have been given to the Contract Administrator.

6-8.6 After Measurements Are Taken

The Contract Administrator must:

- 1) Make sure that all relevant summary sheets and profile traces have been received and that all of the required information has been included (see Section 6-5.2) and LS 293.
- 2) Check that the profile indices from the traces for each wheelpath match those given in the summary sheets.
- 3) Make sure that all scallops shown on the profile traces have been recorded on the summary sheets and that the Contractor has recorded their amplitudes.

It should be noted that the amplitudes required are not the numbers given on the traces above the bumps, but must be measured using a bump template and millimetre scale.

- 4) Determine the overall payment adjustment for the surface course using the average BRD from the cores taken of the applicable mix and the design widths and depths from all measured sublots.
- 5) If the QA measurements taken by the Owner's PMD (see **SP 103F31**) indicate that, for an independent pavement section, $QA_{avgPI} > 1.10 \times QC_{avgPI}$, then the QA measurements must be given to the Contractor within 20 business days of the construction of the affected sublots.
- 6) Where the contract is a carry-over **and the Contractor elects to measure the upper binder course both in the fall and in the following spring**, review the Contractor's profile traces, summary sheets and calculations related to the adjustments of the surface course, based on changes in the upper binder course over the winter.

Chapter Seven

ACCEPTANCE OF BRIDGE DECK WATERPROOFING

NOTE: 1) EACH LOT MUST BE DECISIONED FOR WATERPROOFING MEMBRANE THICKNESS BEFORE THE BRIDGE IS PAVED. THE CONTRACTOR MUST SIGN FORM PH-CC-129A PRIOR TO PAVING
--

7-1 General

The acceptance/rejection criteria for bridge deck waterproofing are covered by OPSS 914 and by special provision.

This section of the Guide has been prepared to assist field staff with the implementation of a statistically-based acceptance procedure for waterproofing membrane which includes a thickness component and a membrane-quality component.

The thickness acceptance/rejection criteria are based on membrane thickness measurements taken in the field, while the quality criteria are based on test results obtained in the Downsview laboratory. The two components or criteria are combined to determine the acceptability of the waterproofing membrane.

Rounding-off should be carried out according to LS-100 given in Appendix B.

When a deck surface not constructed as part of the Contract is to be waterproofed, this acceptance system may be inequitable, if the deck surface is uneven or rough. The Bridge Management Section, Head Office, has prepared guidelines for restoring existing decks to an acceptable surface for waterproofing and acceptance, under this system. Upon mutual agreement of the Regional Area **Contracts** Engineer, Head Structural Section and Head Quality Assurance, this acceptance procedure may be waived if the deck is considered too rough or uneven. The Engineering Materials Office, Concrete Section, should then be consulted to develop an alternative acceptance method. The Contractor must be advised in writing of changes to the acceptance criteria.

NOTES:

- 2) Process control is the Contractor's responsibility. Do not take thickness measurements of the membrane, as work progresses.
- 3) Measure membrane thickness for acceptance/rejection after the complete construction of a lot (which includes the placement of protection boards, where appropriate). A lot for bridge deck waterproofing is a deck or part of a deck with an area of 800 m² or less (see special provision and OPSS 914, **March 1998**).
- 4) The test locations shall be calculated prior to the completion of the lot so that they may be laid out & measurements taken immediately after construction is completed. A second set of locations should also be calculated in case a re-test is required.

- 5) All rounding of numbers to the required number of significant figures shall follow the appropriate convention shown in Appendix B.
- 6) Acceptance/rejection of the membrane thickness will be based on the mean thickness and standard deviation within a lot.
- 7) Acceptance/rejection of the membrane quality will be based on a set of adjustment points for each failed test.

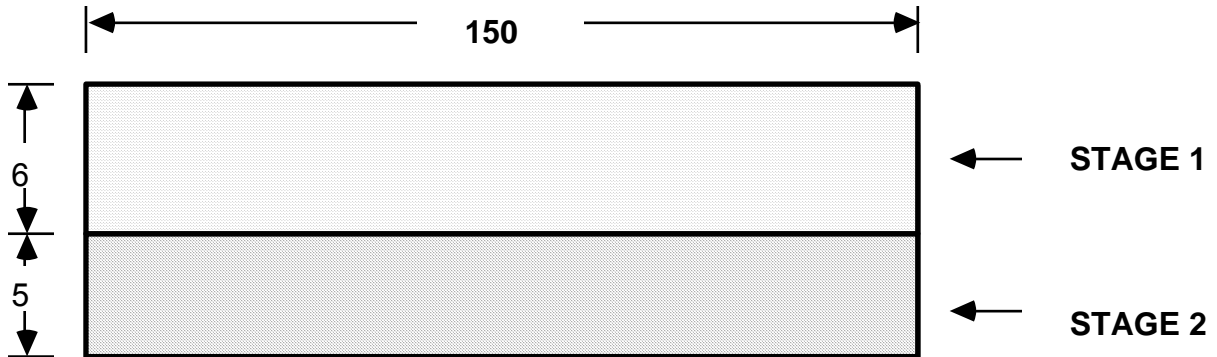
7-2 Sampling and Testing of Membrane Thickness

Membrane Thickness Acceptance Procedure will be discussed by working through the following example:

- Step: 1. Compute the area of the deck (by stages)
2. Determine lot size(s) to the closest 0.1 m² and assign lot numbers. Number lots consecutively per structure through all stages of construction. No structure (site) number should have any duplicate lot numbers.
 3. Select random numbers
 4. Determine test locations to the closest 0.1 m
 5. Measure and record the membrane thickness at each test location
 6. Computations
 7. Acceptance determination
 8. Re-testing
 9. Basis of payment

Example

A bridge deck **150** metres long by 11 metres wide is to be waterproofed in two stages in order to maintain traffic on one side. The Contractor wishes to waterproof 6 metres wide on the first side.



Step 1 Compute area of deck (by stages)

$$\text{Stage 1: } 6 \times 150 = 900 \text{ m}^2$$

$$\text{Stage 2: } 5 \times 150 = 750 \text{ m}^2$$

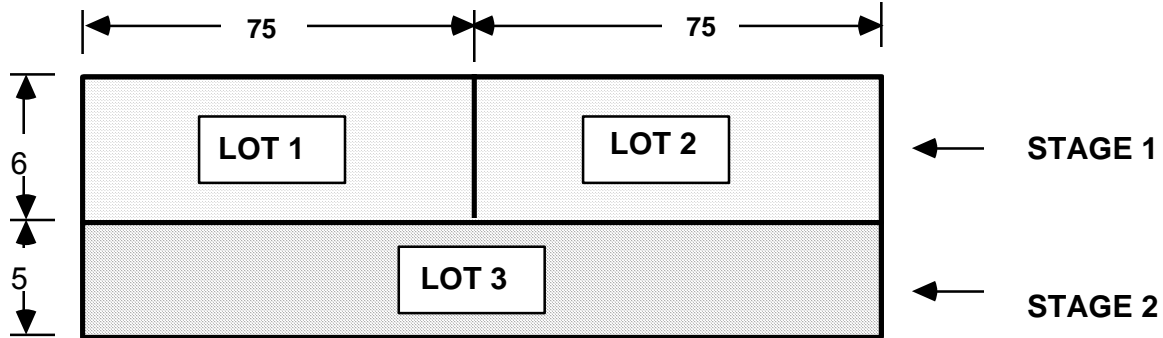
$$\text{Total} = 1650 \text{ m}^2$$

Step 2 Determine lot sizes to the closest 0.1 m² and assign lot numbers

Since the first stage will have in excess of **800 m²**, it must be divided into two equal lots, each **75** metres long.

The second stage, which has an area under **800 m²** (i.e. criteria 2), is considered to be a single lot which is numbered lot 3, not lot 1 stage 2.

Note: 8) If the deck is of irregular shape, the lot sizes should be roughly equal in area.



Step 3 Select random numbers

The test locations are obtained by using random numbers.

From a Random Number Table select two sets of ten random numbers from a vertical column or horizontal row. See Sample Random Number Table.

.958	.863	.912	.012	.219	.201	.384	.291	.661	.633
.142	.784	.288	.910	.049	.644	.327	.345	.535	.310
.433	.412	.427	.996	.174	.318	.931	.006	.345	.263
.717	.976	.232	.083	.936	.094	.092	.391	.953	.688
.919	.370	.939	.575	.765	.539	.619	.308	.705	.829
.324	.637	.533	.659	.026	.617	.348	.218	.935	.463
.015	.004	.485	.594	.102	.942	.726	.295	.328	.489
.870	.204	.854	.547	.527	.552	.958	.454	.024	.689
.433	.152	.722	.656	.224	.358	.385	.667	.156	.647
.082	.502	.347	.393	.303	.295	.637	.307	.507	.689
.119	.057	.188	.474	.713	.138	.689	.004	.255	.903
.297	.713	.871	.658	.215	.353	.876	.045	.765	.864

Sample Random Number Table

The numbers in the rows/columns will be used to determine the distance from the end of the lot and the offset location from one edge of the lot.

Note: 9) Avoid using the same rows/columns when calculating a second set of test locations.

Step 4 Determine test locations to the closest 0.1 m

To determine the length (Ls) of each subplot, divide the length of the lot by ten. The Distance into each subplot is then determined by multiplying Ls by a random number.

The Offset from one side of the lot is determined by multiplying a random number by the width of the lot.

Example: Sample Locations for Lot No. 1

$L_s = 75 \div 10 = 7.5 \text{ m}$; Length of each subplot is therefore **7.5 m**.

Sample No.	Start Sublot	+	(Ls x Random No.)	=	Dist. (m)	Width	x	Random No.	=	Offset (m)
1	0.0	+	(7.5 x .919)	=	6.9	6	x	.661	=	4.0
2	7.5	+	(7.5 x .370)	=	10.3	6	x	.535	=	3.2
3	15.0	+	(7.5 x .939)	=	22.0	6	x	.345	=	2.1
4	22.5	+	(7.5 x .575)	=	26.8	6	x	.953	=	5.7
5	30.0	+	(7.5 x .765)	=	35.7	6	x	.705	=	4.2
6	37.5	+	(7.5 x .539)	=	41.5	6	x	.935	=	5.6
7	45.0	+	(7.5 x .619)	=	49.6	6	x	.328	=	2.0
8	52.5	+	(7.5 x .308)	=	54.8	6	x	.024	=	0.1
9	60.0	+	(7.5 x .705)	=	62.3	6	x	.156	=	0.9
10	67.5	+	(7.5 x .829)	=	73.7	6	x	.507	=	3.0

The computed distances and offsets are then copied into the appropriate columns on Form PH-CC-129A.

Step 5 Measure and record membrane thickness at each test location

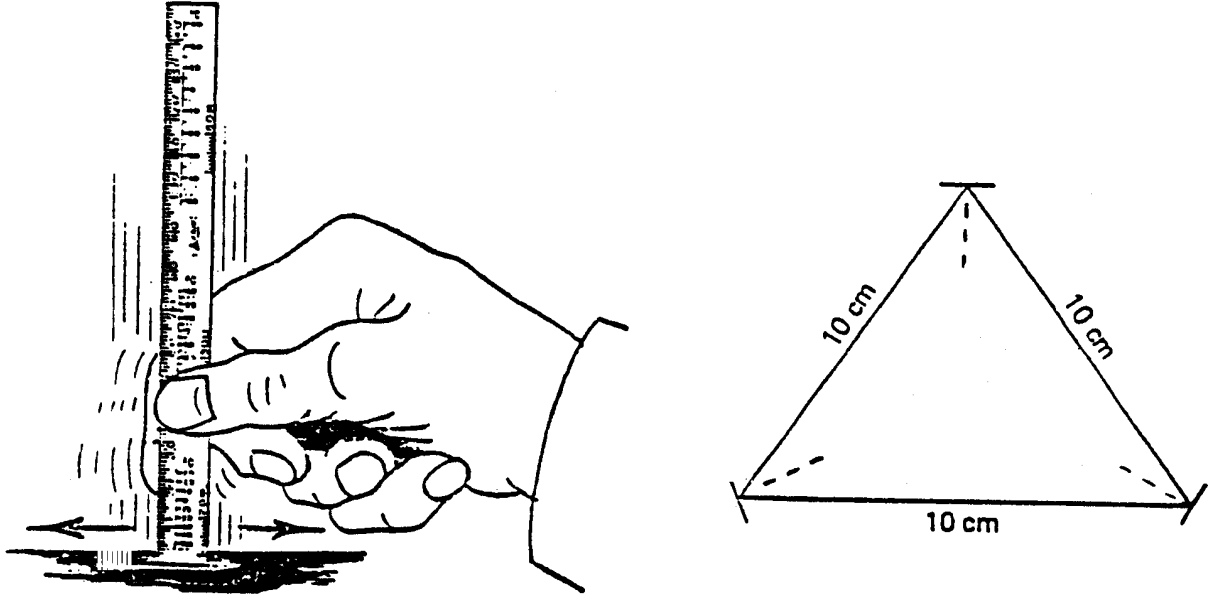
Mark out each computed test location on the deck as soon as construction of the lot is completed.

With the asphalt membrane system employing protection boards, you must select the closest upper corner of a protection board to your sample location. Lift up the corner of the board to expose a triangle of membrane approximately 15 cm per side.

With mastic membrane, measure the thickness at the computed distance and offset.

If a test location coincides with the placement of membrane reinforcement, a new random location must be determined for that subplot, to avoid the reinforced area.

The measurement is made with a thin steel scale, such as that supplied with a surveyor's chain for temperature correction or a machinist scale obtained at most hardware stores. The zero end of the scale is worked back and forth in a sawing action until it is in contact with the concrete deck. The thickness of the membrane may then be read directly off the scale. Take three readings, at each location, at the points of an imaginary equilateral triangle with approximate sides of 10 cm. These measurements should be made perpendicular to the bisector of the interior angle, as shown in the diagram below. Average the results of the three readings and round to the closest millimetre using the method shown in APPENDIX B. Record the result on Form PH-CC-129A. (See Figure 7-1).



Note: 10) The end of the Scale must be equal to zero.

Step 6 Computations

1. Add the 10 thickness measurements (T) and record in the box ΣT .
2. Square the sum (ΣT) and record in the Sum ² box (ΣT)².
3. Divide the sum (ΣT) by 10 and enter the result, accurate to one decimal place in the Mean box.
4. Square each thickness (T) and enter in the thickness ² column T².
5. Add the 10 thickness ² (T²) and enter in the sum of thickness ² box (ΣT^2).
6. Enter the information from the appropriate boxes into the formula for standard deviation and calculate to four decimal places and then round off to the closest 0.05 using the appropriate rounding procedure shown in see Appendix B.
7. From Table 7-1, determine the pay factor from the intersection of the mean in the vertical columns and the standard deviation in the horizontal rows and enter on the appropriate line.

Step 7 Acceptance determination

7.1 Case 1 - Lot mean is less than 4.0 mm

The entire lot is considered unacceptable. In such cases, the Contractor must make whatever repairs he deems necessary to upgrade the lot. Where applicable, the Contractor should be advised that removed protection boards must be discarded and replaced with new boards. After the repairs are made, the entire lot is to be re-measured and evaluated starting at Step 3 of these instructions.

7.2 Case 2 - Lot mean is greater than or equal to 4.0 mm and less than or equal to 6.0 mm

If the lot is within the acceptable range of Table 7-1, the Contractor will be paid the full contract price.

If the lot is within the unacceptable range of Table 7-1, the Contractor shall be required to repair the lot, as outlined in 7.1. Once repaired, the entire lot will be re-measured and re-evaluated starting at Step 3 of these instructions (i.e. using new test locations).

If the lot is within the borderline range of Table 7-1, the Contractor may repair the lot or he may request that the lot be accepted as is, with a reduced payment, as outlined in Step 9.

7.3 Case 3 - Lot mean is greater than 6.0 mm

If the lot mean is greater than 6.0 mm, regardless of the standard deviation, a review of the conditions that the bridge deck will be exposed to (geometrics, traffic volume, % trucks, etc.) will be made and then the lot will be designated as acceptable, or unacceptable. The reasons for designating the deck acceptable or unacceptable will be discussed with the Contractor. In cases when the lot is designated unacceptable, the Contractor shall be required to repair the lot, as outlined in 7.1. Once repaired, the entire lot will be re-measured and re-evaluated for acceptance starting at Step 3 of these instructions.

Note: 11) Prior to a decision on the disposition of the lot, the Regional Quality Assurance Section must be consulted.

Step 8 Re-testing

The Contractor may request re-testing, if any or all of the ten subplot test values are challenged. If this occurs, the original evaluation will be set aside and 10 new thickness measurements shall be taken in the presence of the Contractor. THE NEW TEST VALUES WILL THEN BE USED TO DETERMINE ACCEPTANCE AND THE RESULTS WILL BE BINDING ON BOTH PARTIES.

REPAIR OF WORK

Whenever the Authority identifies an unacceptable lot, or whenever the Contractor chooses to improve a borderline lot, the Contractor shall make whatever repairs he deems necessary to upgrade the lot. Any protection boards that are removed shall be replaced with new ones. Once repairs have been completed, the Authority will determine a new set of random locations and will re-measure and re-evaluate the entire lot for acceptance, as described in these instructions.

Step 9 Basis of payment

If the lot is considered acceptable, the Contractor will be paid the contract price for the lot as bid. If the lot is borderline, the lot mean and the lot standard deviation will be applied to Table 1 of the special provision, in order to determine the thickness adjustment factor. Such thickness adjustment factor will then be multiplied by the contract price for the area of the lot, in order to determine payment. In the case of lump sum price, the price of the lot must be prorated before applying the thickness adjustment factor.

FIGURE 7-1 WATERPROOFING MEMBRANE THICKNESS REPORT



WATERPROOFING MEMBRANE THICKNESS REPORT

Report 1 of 3

Cont. No. 2004-XXXX Region SW Hwy. No. 25 Site No. 8-466
 Area of Deck 1650 m² Membrane Manufacturer / Type SUPERPLASTIC II
 Waterproofing Contractor TORRID WATERPROOFING

Lot No. 1 of 3 Area of Lot 450 m² First Test Re - Test

Sublot No.	Distance (m)	Offset (m)	Thickness (mm)	T ² (mm ²)
1	6.9	4.0	4	16
2	10.3	3.2	4	16
3	22.0	2.1	5	25
4	26.8	5.7	4	16
5	35.7	4.2	5	25
6	41.5	5.6	4	16
7	49.6	2.0	5	25
8	54.8	0.1	5	25
9	62.3	0.9	6	36
10	73.7	3.0	5	25

Sum	ΣT	47	(ΣT ²)	225
Sum ²	(ΣT) ²	2209		
Mean =	Sum / 10	4.7		

$$\text{St. Dev.} = \sqrt{\frac{n \cdot (\Sigma T^2) - (\Sigma T)^2}{n \cdot (n-1)}}$$

$$= \sqrt{\frac{10 \cdot 225 - 2209}{90}} = \sqrt{0.4555} = 0.6749 \rightarrow 0.68$$

ADJUSTMENT FACTOR 1.00

This lot is <input checked="" type="checkbox"/> Acceptable and will be paid at contract price. <input type="checkbox"/> Borderline, may be left in place at the adjusted price. <input type="checkbox"/> Unacceptable. It must be repaired.	<input type="checkbox"/> This lot falls in the Borderline zone. I request the above adjustment factor be applied to the payment of this lot. <input type="checkbox"/> I will repair this lot prior to retesting. <input type="checkbox"/> I request re - Testing.
Project Supervisor _____	
Acknowledged by Contractor _____	Contractor _____ Date _____
Date <u>10 18 05</u>	

DISTRIBUTION: White-Proj. Super., Canary-Cont'r., Pink-Reg. Qual. Assur., Golden Rod-H.O. Bit. Sect.

PH-CC-129A 88-09

7-3 Sampling and Testing of Membrane Quality

Summary of Membrane Quality Acceptance Procedure

The decision to accept the quality component of the waterproofing membrane will be based on the results of tests performed in accordance with OPSS 1213.

Any lot will be considered acceptable, if all specification requirements are met. Any lot will be considered borderline, if the total number of points resulting from Table 7-2 are less than or equal to 25; or will be considered rejectable, if the total number of adjustment points are greater than 25.

TABLE 7-2 PAYMENT ADJUSTMENT POINTS FOR BRIDGE DECK WATERPROOFING MEMBRANE QUALITY

<u>Test</u>	<u>Specification Limits</u>	<u>Adjustment Points</u>
Cone Penetration at 25 °C	Max 110	0.4 per 1
Cone Penetration at 50 °C	Max 160	0.4 per 1
Flow at 60 °C	Max 3	0.5 per 1
Low temperature flexibility at - 25 °C	Pass	5.0 for Failure
Toughness	Min 5.5	0.5 per 0.1
Toughness/Peak Load	Min 0.040	0.5 per 0.001

Below are the steps to be followed in the field:

- Step:
1. Determine when to obtain the sample
 2. Obtain the sample
 3. Label the sample
 4. Ship the sample
 5. Compute the quality adjustment factor
 6. Compute final payment for the lot

Payment Adjustment for Quality

Example

Step 1 Determine when to obtain the sample

Take the first random number used in determining the distance into the first subplot for the determination of the membrane thickness and calculate when to obtain the sample as follows:

In the previous example, this number was 0.919.

The first digit is used to identify in which subplot the sample will be taken and the second digit is used to identify how far into the subplot it will be taken.

e.g. .919 - 9th Sublot
 10% into subplot

 .370 - 3rd Sublot
 70% into subplot

 .024 - 10th Sublot
 20% into subplot

Step 2 Obtain the sample

A full 4 L of material is required for laboratory testing. Suitable containers are 4 L "Paint Cans" with double tight lids or standard concrete cylinder moulds. The "Paint Cans" must be full and the cylinder moulds must be filled to within 50 mm of the top. "Paint Cans" should be used, if possible, because they can be handled hot; whereas the material has to cool in a cylinder mould before it can be moved about.

When the Contractor reaches the desired subplot and has waterproofed the approximate percentage of it; provide him with the container and have him draw off the sample and set it out of the way. The Contractor is not to be advised ahead of time, when the sample is to be taken.

Step 3 Label the sample

It is very important that the sample be completely and clearly identified. Use the concrete products field sample sheet (PH-CC-340) and make sure it contains the following information:

1. Contract number,
2. Region,
3. Name of membrane manufacturer,
4. Membrane product name,
5. Date the material was delivered to site,
6. Batch number(s) from manufacturers containers,
7. Temp. of material when sampled from melter,
8. Inspector's name,
9. Date sampled,
10. Field Sample Number,
11. What lot the sample is from and the total number of lots on the deck,
12. Name of waterproofing Contractor,
13. Structure site number.

Place the sample sheet in a brown waterproof envelope (SB-OS-31) and fasten it securely to the sample.

Step 4 Ship the sample

In order to get timely results, it is important to ship the sample quickly to Downsview - certainly within 24 hours of sampling.

Send the sample to: Concrete Products Laboratory
 Ministry of Transportation
 1201 Wilson Avenue
 Downsview, Ontario
 M3M 1J8

Note: 12) If the test results are required very quickly, in order to facilitate the finalising of a Contract, a letter should be enclosed with the sample indicating by what date the results are required. Testing requires a minimum of 5 laboratory working days. Sending samples by courier will expedite urgent work.

Step 5 Compute the quality adjustment factor

Quality Pay Adjustment Factors are calculated as follows:

1. If the sample meets all of the test criteria outlined in Table 2 of special provision, then assign a quality adjustment factor of 1.00.
2. If the sample fails one or more test criteria, then total the adjustment points outlined in Table 2. The quality adjustment factor is then determined by subtracting the total of all of the adjustment points from 100 and then dividing the result by 100.
3. If the adjustment points exceed 25, then the lot is considered rejectable and the Contractor will not be paid for the lot, regardless of the adjustment factor for thickness.

Re-testing for Quality

The Contractor may request re-testing of any sample which results in price adjustment or rejection of a lot, within 30 calendar days of him receiving notification of such. This request must be in writing and a copy of the request must be forwarded to the concrete products laboratory. The results of the re-test shall be used for acceptance and they shall be binding on both parties. If the re-test results in either a price reduction or rejection of the lot, then the Contractor shall be charged for the re-testing **at current MTO rates**. If the re-test results for the material meet all test criteria (i.e. there is no payment adjustments), then no charge will be levied against the Contractor.

e.g. Sample of Superlastic II from Lot 1

<u>Test</u>		<u>Result</u>	<u>Spec.</u>
Cone Pen.	@ 25 °C	105	Max. 110
	@ 50 °C	184*	Max. 160
Flow	@ 60 °C	4*	Max. 3
Low Temp. Flex.	@ -25 °C	Pass	Pass
Toughness/Peak Load		0.038*	Min. 0.040

In this example, the material failed 3 tests:

1. Cone Pen. @ 50°C by 24 units
2. Flow @ 60°C by 1 unit
3. Toughness/Peak Force by 2 units

The total adjustment per test is determined by multiplying the number of units the test is outside specification by the adjustment points. (From Table 7 - 2).

Cone Pen. @ 50°C	24 x 0.4	=	9.6
Flow @ 60°C	1 x 0.5	=	0.5
<u>Toughness/Peak Force</u>	<u>2 x 0.5</u>	=	<u>1.0</u>
Total:			11.1

The total adjustment points for material quality is equal to the total of the individual test adjustments - in this case 11.1.

The quality adjustment factor is equal to:

$$(100 - 11.1) \div 100 = 88.9 \div 100 = 0.889$$

See **the example of a Field Sample Test Report form at the end of this chapter.**

Step 6 Compute final payment for the lot

The final payment for the lot will be based on the thickness and on the quality of the waterproofing membrane. The contract price for the lot shall be multiplied by the thickness adjustment factor and the result shall then be multiplied by the quality adjustment factor.

For this example, we will assume that the contract price for the waterproofing is **\$28.50/m²**.

Area Lot	=	450.0 m²	
Contract price	=	450.0 X \$28.50	= \$12,825.00
Thickness Adjustment Factor	=	1.00	
Adjusted price for thickness	=	\$12,825.00 X 1.00	= \$12,825.00
Quality Adjustment Factor	=	0.889	
Adjusted price for quality	=	\$12,825.00 X 0.889	= <u>\$11,401.43</u>
Credit to the Ministry	=	\$12,825.00 - \$11,401.43	= \$1423.57

FIELD SAMPLE TEST REPORT

File: 3321-2

HOT APPLIED RUBBERIZED ASPHALT WATERPROOFING MEMBRANE

To: Contract Administrator Southwestern Region	From: Materials Engineering & Research Office Concrete Section, Room 235 Building "C", Downsview Complex
Cc: Head, Quality Assurance	Date: February 08, 2006

CONT. NO: 2004-XXXX REGION: SW SITE NO.: 8-466 LOT NO.: 1

MATERIAL NAME: Superlastic II FIELD NO: 1 LAB NO.: 052318

DATE SAMPLED: 10 18 05 DATE RECEIVED: 11 22 05 DATE COMPLETED: 02 03 06

WATERPROOFER Torrid Waterproofing

TEST	SPECIFICATION LIMITS	TEST VALUES	DIFF. OUTSIDE SPEC. LIMIT	ADJUSTMENT POINTS	TOTAL ADJUSTMENT PER TEST
CONE PENETRATION @ 25°C (0.1 mm)	Max. 110	105		0.4 per 1	
CONE PENETRATION @ 50°C (0.1 mm)	Max. 160	184	24	0.4 per 1	9.6
FLOW @ 60°C (mm)	Max. 3	4	1	0.5 per 1	0.5
LOW TEMPERATURE FLEXIBILITY @-25°C	Pass	PASS		5.0 for failure	
TOUGHNESS (Joules)	Min. 5.5	7.1		0.5 per 0.1	
TOUGHNESS/PEAK FORCE (Joules/Newton)	Min. 0.040	0.038	0.002	0.5 per 0.001	1
MASS DENSITY	-	1.21	TOTAL ADJUSTMENT POINTS		11.1

QUALITY ADJUSTMENT FACTOR = $\frac{100 - \text{TOTAL ADJUSTMENT POINTS}}{100} = \frac{100 - 11.1}{100} = 0.889$

PROTECTION BOARD THICKNESS (mm)	Min. 3.20 mm Max. 4.00 mm	3.31
MEMBRANE REINFORCEMENT THICKNESS (mm)	-	-

APPENDICES

**APPENDIX A:
RANDOM NUMBER TABLE**

.318	.801	.435	.202	.745	.489	.900	.027	.827	.279
.922	.683	.847	.320	.476	.421	.893	.826	.444	.619
.726	.473	.854	.662	.381	.761	.661	.868	.174	.799
.711	.341	.219	.228	.466	.683	.676	.327	.502	.469
.978	.631	.469	.885	.267	.510	.601	.135	.290	.025
.689	.152	.703	.533	.742	.335	.670	.521	.007	.590
.521	.351	.824	.854	.347	.792	.542	.590	.051	.713
.960	.690	.343	.019	.917	.876	.365	.271	.942	.355
.991	.530	.165	.042	.448	.626	.526	.926	.607	.827
.713	.765	.812	.496	.626	.770	.331	.770	.662	.200
.141	.266	.141	.919	.199	.520	.332	.526	.752	.991
.966	.697	.704	.305	.831	.842	.740	.050	.925	.239
.681	.637	.035	.023	.335	.799	.623	.673	.509	.480
.106	.702	.879	.408	.519	.929	.416	.584	.486	.818
.635	.427	.554	.288	.318	.983	.844	.858	.059	.851
.507	.673	.434	.163	.060	.375	.025	.514	.848	.637
.297	.057	.951	.411	.441	.564	.171	.693	.052	.063
.817	.663	.369	.038	.653	.001	.321	.506	.886	.920
.763	.580	.967	.071	.368	.351	.950	.098	.529	.793
.496	.290	.698	.183	.504	.687	.005	.814	.954	.356
.314	.490	.174	.925	.886	.170	.496	.453	.835	.546
.306	.360	.103	.152	.234	.654	.941	.108	.980	.439
.444	.097	.321	.233	.725	.434	.416	.919	.578	.493
.178	.245	.433	.486	.622	.175	.238	.108	.637	.215
.984	.396	.434	.416	.101	.104	.597	.875	.543	.576
.574	.639	.116	.101	.754	.982	.358	.444	.856	.269
.648	.264	.090	.088	.176	.867	.485	.794	.388	.790
.764	.412	.018	.018	.523	.060	.329	.655	.313	.135
.899	.070	.117	.270	.914	.048	.048	.584	.566	.209
.792	.356	.793	.143	.640	.582	.267	.216	.824	.437
.489	.886	.430	.327	.315	.988	.426	.805	.934	.717
.238	.089	.246	.485	.958	.600	.253	.142	.082	.320
.635	.122	.911	.217	.136	.907	.322	.090	.216	.392
.557	.997	.727	.181	.510	.704	.349	.505	.863	.872
.244	.180	.057	.721	.359	.643	.432	.780	.052	.125
.546	.478	.347	.550	.471	.608	.325	.426	.002	.398
.593	.238	.636	.852	.030	.196	.939	.804	.453	.222
.660	.685	.385	.749	.813	.926	.004	.225	.115	.425
.339	.388	.357	.853	.634	.170	.448	.564	.383	.310
.755	.918	.791	.359	.414	.149	.799	.173	.156	.482

.511	.455	.333	.085	.021	.048	.265	.797	.430	.371
.941	.656	.523	.385	.994	.813	.012	.823	.502	.839
.673	.721	.637	.123	.748	.661	.372	.018	.243	.837
.623	.125	.748	.141	.648	.765	.933	.514	.969	.321
.498	.162	.692	.878	.474	.159	.751	.130	.691	.831
.731	.909	.171	.055	.139	.911	.113	.100	.178	.526
.556	.031	.853	.660	.417	.154	.051	.984	.881	.607
.652	.347	.261	.626	.778	.667	.321	.987	.404	.102
.815	.058	.984	.893	.741	.420	.400	.853	.715	.406
.567	.607	.476	.847	.120	.358	.313	.226	.091	.065
.651	.121	.116	.531	.112	.952	.329	.659	.328	.426
.380	.119	.809	.074	.450	.294	.254	.992	.543	.468
.117	.790	.119	.214	.858	.563	.163	.630	.185	.112
.689	.342	.174	.450	.134	.503	.421	.835	.607	.458
.871	.947	.688	.521	.923	.904	.436	.405	.400	.370
.976	.402	.486	.070	.999	.912	.375	.307	.134	.183
.530	.153	.153	.665	.521	.673	.595	.136	.507	.350
.433	.142	.067	.485	.816	.919	.963	.090	.751	.109
.247	.575	.220	.881	.124	.531	.012	.304	.165	.532
.985	.274	.841	.514	.476	.054	.371	.445	.131	.143
.153	.225	.585	.818	.598	.942	.333	.875	.250	.343
.091	.363	.923	.765	.005	.723	.899	.040	.114	.329
.491	.031	.258	.483	.518	.486	.840	.473	.544	.420
.231	.641	.742	.545	.179	.239	.142	.285	.170	.939
.931	.282	.138	.982	.406	.460	.059	.632	.239	.478
.587	.524	.683	.925	.145	.942	.385	.789	.371	.284
.580	.031	.961	.573	.009	.041	.992	.477	.556	.334
.334	.334	.106	.583	.892	.252	.111	.046	.604	.406
.967	.493	.221	.596	.314	.105	.328	.298	.385	.056
.367	.069	.941	.022	.162	.689	.959	.192	.896	.887
.980	.035	.631	.863	.234	.175	.946	.286	.678	.269
.673	.050	.559	.199	.416	.973	.543	.284	.157	.683
.356	.760	.248	.205	.054	.122	.160	.689	.197	.248
.578	.991	.208	.348	.259	.215	.946	.718	.795	.626
.589	.082	.788	.836	.125	.718	.733	.158	.493	.834
.358	.241	.973	.766	.790	.027	.703	.111	.136	.417
.369	.227	.963	.801	.718	.581	.254	.753	.451	.029
.379	.696	.880	.955	.858	.861	.443	.131	.858	.861
.327	.443	.131	.858	.619	.604	.277	.663	.156	.058
.567	.356	.247	.001	.124	.458	.646	.894	.576	.893

APPENDIX B:

LS-100

METHOD FOR ROUNDING-OFF OF TEST DATA AND OTHER NUMBERS

1. SCOPE

1.1 This method describes the procedure to be used for the rounding-off of all numbers.

2. GENERAL

Test values and calculated values are to be rounded in accordance with the criteria prescribed in Section 3.0.

3. CRITERIA

3.1 When the digit beyond the last place to be retained is less than 5, then the digit in the last place retained will remain (see Examples 1 & 2).

3.2 When the digit beyond the last place to be retained is greater than or equal to 5, then the digit in the last place to be retained will be increased by 1 (see Examples 1 & 2).

3.3 When a number is to be rounded, it will be rounded in one step only to the precision required and not rounded in two or more consecutive steps. For example: the number 1.347 can be rounded to 1.35 (to two decimal places). However, it is not acceptable to subsequently take 1.35 and then round it to the value of 1.4 to obtain a precision to one decimal place. In the method described herein, 1.347, rounded to one decimal place would have a value of 1.3.

NOTE 1: The requirement of rounding in one step does not refer to a rounded result which may have been obtained from a formula that may itself consist of rounded numbers. For example, it is perfectly acceptable to use % passing results which are themselves rounded to produce a rounded fineness modulus.

3.4 If, in special cases, it is desired to round off a number to the nearest 5, 0.5, 0.05, 0.005 etc., then the observed or calculated value (with any number of significant digits) will be doubled, then respectively rounded to the nearest 10, 1, 0.1, 0.01 etc., in accordance with 3.1 to 3.3. The rounded result will then be divided by 2 (see Example 3).

Examples:

Example #1

Rounding to the closest whole number:

4.49	= 4	7.49	= 7
4.50	= 5	7.50	= 8
4.5	= 5	7.5	= 8
4.51	= 5	7.51	= 8

Example #2

Rounding to the closest 0.1:

7.649	=7.6	7.349	=7.3
7.650	=7.7	7.350	=7.4
7.65	=7.7	7.35	=7.4
7.651	=7.7	7.351	=7.4

Example #3

Rounding to the closest 0.05:

1.1249	x 2 = 2.2498	: 2.2 / 2 = 1.10
1.1250	x 2 = 2.2500	: 2.3 / 2 = 1.15
1.125	x 2 = 2.250	: 2.3 / 2 = 1.15
1.126	x 2 = 2.252	: 2.3 / 2 = 1.15

APPENDIX C:

METHOD FOR CALCULATION OF PER CENT WITHIN LIMITS

1. SCOPE

1.1 This method describes the procedure to be used for calculation of Per cent Within Limits.

2. RELEVANT DOCUMENTS

2.1 MTO Test Methods LS-100

3. DEFINITIONS

3.1 Per cent Within Limits (PWL) is an estimate of the percentage of the population (lot) that is within specification limits, determined by using the mean and standard deviation of the lot.

3.2 Mean (\bar{X}) is the arithmetic average of a set of test results.

3.3 Lot Standard Deviation (s) is the square root of the value found by summing the squares of the difference between each test result and the mean of the test results divided by the number of test results minus one ($n-1$).

3.4 Quality Index (Q_i) is a statistic which, when used with appropriate tables, provides an estimate of PWL of a lot. It can be based on an Upper or Lower Specification Limit, yielding Q_U or Q_L respectively.

4. GENERAL

4.1 All test results for a lot will be combined to calculate the Mean and Standard Deviation of the lot which will then be used to determine the Per cent Within Limits (PWL), according to the procedures in Section 5.

4.2 Any necessary rounding-off of test results or calculations will be in accordance with LS-100.

4.3 The lot mean will be reported to one decimal place. The Lot Standard Deviation, Lower Quality Index, and Upper Quality Index will be reported to two decimal places.

5. CALCULATIONS

5.1 The Quality Index, Q_i , for the lower and upper specification limits shall be as determined from the following formulae:

$$Q_L = \frac{\bar{X} - LL}{s} \quad Q_U = \frac{UL - \bar{X}}{s}$$

where:	Q_L	=	Lower Quality Index Value
	Q_U	=	Upper Quality Index Value
	LL	=	Lower Specification Limit
	UL	=	Upper Specification Limit
	\bar{X}	=	lot mean
	s	=	lot standard deviation

5.2 PWL shall be determined from the following formula: $PWL = (P_L + P_U) - 100$

where: PWL = Per cent Within Limits
P_L = Per cent Within Lower Limit
P_U = Per cent Within Upper Limit

P_L and P_U are each determined from Table 1 based on Q_L and Q_U and the number of test results (n).

Where a lower limit is not specified, P_L will be 100. Where an upper limit is 100% or is not specified, P_U will be 100.

5.3 Notes for Table 1:

1. Enter the table using the number of test results and Q value.
2. If the value of Q_L or Q_U does not correspond exactly to a value in Table 1, use the next highest value of Q_L or Q_U from the table. The maximum P_L or P_U is 100.
3. Move across the table horizontally from the appropriate Q value to get P_L or P_U.
4. For negative values of Q_L or Q_U, enter the table using the absolute value of Q. P_L or P_U is equal to 100 minus the value from Table 1 for P_L or P_U.

6. EXAMPLES

6.1 Mean (\bar{X}) = 35.4 Lower Specification Limit (LL) = 30
Standard Deviation (s) = 3.22 Number of Test Results (n) = 42

$$Q_L = \frac{\bar{X} - LL}{s} = \frac{35.4 - 30}{3.22}$$

$$Q_L = 1.68$$

Look in Table 1 under n = 42 (see column n = 38 to n = 69).

As Q_L = 1.68 does not correspond exactly to a value in the table, use the next highest value in the column, 1.73.

Look across the table to the corresponding value of P_L = 96.

P_U = 100 (no upper limit is specified).

$$\begin{aligned} PWL &= (P_L + P_U) - 100 \\ &= (96 + 100) - 100 \\ &= 96 \end{aligned}$$

6.2 Mean (\bar{X}) = 95.3
 Standard Deviation (s) = 2.87
 Number of Test Results (n) = 12

Lower Specification Limit (LL) = 91.5
 Upper Specification Limit (UL) = 97.0

$$Q_L = \frac{\bar{X} - LL}{s} = \frac{95.3 - 91.5}{2.87}$$

$$Q_L = 1.32$$

$$Q_U = \frac{UL - \bar{X}}{s} = \frac{97.0 - 95.3}{2.87}$$

$$Q_U = 0.59$$

From Table 1: $P_L = 91$
 $P_U = 72$

$$\begin{aligned} PWL &= (P_L + P_U) - 100 \\ &= (91 + 72) - 100 \\ &= 63 \end{aligned}$$

6.3 Mean (\bar{X}) = 222.4
 Standard Deviation (s) = 8.72

Upper Specification Limit (UL) = 220
 Number of Test Results (n) = 61

$$Q_U = \frac{UL - \bar{X}}{s} = \frac{220 - 222.4}{8.72}$$

$$Q_U = -0.28$$

From Table 1, a Q_i of 0.28 gives a P_i of 61, however, as Q_U is negative.

$$P_U = 100 - 61 = 39$$

$P_L = 100$ (no lower limit is specified)

$$\begin{aligned} PWL &= (P_L + P_U) - 100 \\ &= (100 + 39) - 100 \\ &= 39 \end{aligned}$$

TABLE 1: Values for P_L and P_U for a Given Quality Index and Number of Tests

P_L or P_U	Quality Index (Q_L or Q_U)														
	n=3	n=4	n=5	n=6	n=7	n=8	n=9	n=10 to n=11	n=12 to n=14	n=15 to n=18	n=19 to n=25	n=26 to n=37	n=38 to n=69	n=70 to n=200	n>200
100	1.16	1.50	1.79	2.03	2.23	2.39	2.53	2.65	2.83	3.03	3.20	3.38	3.54	3.70	3.83
99	1.16	1.47	1.67	1.80	1.89	1.95	2.00	2.04	2.09	2.14	2.18	2.22	2.26	2.29	2.31
98	1.15	1.44	1.60	1.70	1.76	1.81	1.84	1.86	1.91	1.93	1.96	1.99	2.01	2.03	2.05
97	1.15	1.41	1.54	1.62	1.67	1.70	1.72	1.74	1.77	1.79	1.81	1.83	1.85	1.86	1.87
96	1.14	1.38	1.49	1.55	1.59	1.61	1.63	1.65	1.67	1.68	1.70	1.71	1.73	1.74	1.75
95	1.14	1.35	1.44	1.49	1.52	1.54	1.55	1.56	1.58	1.59	1.61	1.62	1.63	1.63	1.64
94	1.13	1.32	1.39	1.43	1.46	1.47	1.48	1.49	1.50	1.51	1.52	1.53	1.54	1.55	1.55
93	1.13	1.29	1.35	1.38	1.40	1.41	1.42	1.43	1.44	1.44	1.45	1.46	1.46	1.47	1.47
92	1.12	1.26	1.31	1.33	1.35	1.36	1.36	1.37	1.37	1.38	1.39	1.39	1.40	1.40	1.40
91	1.11	1.23	1.27	1.29	1.30	1.30	1.31	1.31	1.32	1.32	1.33	1.33	1.33	1.34	1.34
90	1.10	1.20	1.23	1.24	1.25	1.25	1.26	1.26	1.26	1.27	1.27	1.27	1.28	1.28	1.28
89	1.09	1.17	1.19	1.20	1.20	1.21	1.21	1.21	1.21	1.22	1.22	1.22	1.22	1.22	1.23
88	1.07	1.14	1.15	1.16	1.16	1.16	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
87	1.06	1.11	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.13
86	1.04	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
85	1.03	1.05	1.05	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
84	1.01	1.02	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
83	1.00	0.99	0.98	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.95	0.95	0.95
82	0.97	0.96	0.95	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
81	0.96	0.93	0.91	0.90	0.89	0.89	0.89	0.89	0.89	0.88	0.88	0.88	0.88	0.88	0.88
80	0.93	0.90	0.88	0.87	0.86	0.86	0.86	0.85	0.85	0.85	0.85	0.84	0.84	0.84	0.84
79	0.91	0.87	0.85	0.84	0.83	0.82	0.82	0.82	0.82	0.81	0.81	0.81	0.81	0.81	0.81
78	0.89	0.84	0.82	0.80	0.80	0.79	0.79	0.79	0.78	0.78	0.78	0.78	0.77	0.77	0.77
77	0.87	0.81	0.78	0.77	0.76	0.76	0.76	0.75	0.75	0.75	0.75	0.74	0.74	0.74	0.74
76	0.84	0.78	0.75	0.74	0.73	0.73	0.72	0.72	0.72	0.71	0.71	0.71	0.71	0.71	0.71
75	0.82	0.75	0.72	0.71	0.70	0.70	0.69	0.69	0.69	0.68	0.68	0.68	0.68	0.68	0.67
74	0.79	0.72	0.69	0.68	0.67	0.66	0.66	0.66	0.66	0.65	0.65	0.65	0.65	0.64	0.64
73	0.76	0.69	0.66	0.65	0.64	0.63	0.63	0.63	0.62	0.62	0.62	0.62	0.62	0.61	0.61
72	0.74	0.66	0.63	0.62	0.61	0.60	0.60	0.60	0.59	0.59	0.59	0.59	0.59	0.58	0.58
71	0.71	0.63	0.60	0.59	0.58	0.57	0.57	0.57	0.57	0.56	0.56	0.56	0.56	0.55	0.55
70	0.68	0.60	0.57	0.56	0.55	0.55	0.54	0.54	0.54	0.53	0.53	0.53	0.53	0.53	0.52
69	0.65	0.57	0.54	0.53	0.52	0.52	0.51	0.51	0.51	0.50	0.50	0.50	0.50	0.50	0.50
68	0.62	0.54	0.51	0.50	0.49	0.49	0.48	0.48	0.48	0.48	0.47	0.47	0.47	0.47	0.47
67	0.59	0.51	0.47	0.47	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.44	0.44	0.44	0.44
66	0.56	0.48	0.45	0.44	0.44	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.41	0.41	0.41
65	0.52	0.45	0.43	0.41	0.41	0.40	0.40	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
64	0.49	0.42	0.40	0.39	0.38	0.38	0.37	0.37	0.37	0.37	0.36	0.36	0.36	0.36	0.36
63	0.46	0.39	0.37	0.36	0.35	0.35	0.35	0.34	0.34	0.34	0.34	0.34	0.33	0.33	0.33
62	0.43	0.36	0.34	0.33	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31	0.31
61	0.39	0.33	0.31	0.30	0.30	0.29	0.29	0.29	0.29	0.29	0.28	0.28	0.28	0.28	0.28
60	0.36	0.30	0.28	0.27	0.27	0.27	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25
59	0.32	0.27	0.25	0.25	0.24	0.24	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23	0.23
58	0.29	0.24	0.23	0.22	0.21	0.21	0.21	0.21	0.21	0.21	0.20	0.20	0.20	0.20	0.20
57	0.25	0.21	0.20	0.19	0.19	0.19	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
56	0.22	0.18	0.17	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.15	0.15	0.15	0.15	0.15
55	0.18	0.15	0.14	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
54	0.14	0.12	0.11	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
53	0.11	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
52	0.07	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02
50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**APPENDIX D:
APPLICATION FOR FIELD ADJUSTMENT TO JMF**

FROM: _____
CONTRACTOR

DATE: _____

TO: _____
CONTRACT ADMINISTRATOR

CONTRACT: _____

Re: Field Adjustment To JMF, **Special Provision 103F34** entitled “End Result Specification for Acceptance of Hot Mix (Aggregate Gradation, Asphalt Cement Content, Air Voids, VMA, Compaction) Based on Contractor Testing”

In accordance with the terms of this special provision, _____ (Contractor) proposes to change the Job Mix Formula on this Contract for Tender Item No. _____, _____ (type of mix). It is requested that the change become effective _____ (date) starting with Lot _____ of this item.

This change is being made in conformance with Situation ____ (Insert 1, 2 or 3 here) identified below:

1. To more closely reflect the actual mix being produced when test results for the last lot produced to the submitted JMF accrued a payment reduction for asphalt cement content and/or aggregate gradation but met all other specified mix requirements. Table 1 confirms that
 - for Marshall mixes, the test results (lot mean) meet the minimum design requirements for Marshall stability, flow and VMA, and there was no payment reduction for air voids.
 - for Superpave mixes, the test results (lot mean) meet the design requirements for VMA, percent G_{mm} at N_{max} , voids filled with asphalt (VFA) and dust proportion, and that there was no payment reduction for air voids.
2. To permit minor changes in the constituent proportions when test results for the last lot produced to the submitted JMF indicated no negative price adjustments for asphalt cement or gradation, but changes are designed to improve either the air voids or the VMA or both. Table 2 confirms that the air voids PWL is presently at least 50 and the lot mean VMA is no more than 0.5 percent below the design minimum. Test results summarized in this table confirm improvements in these attributes, without any deterioration in the remainder of mix properties.
3. To permit minor changes in the submitted JMF before production starts. Table 3 confirms that the revised JMF will provide a mix meeting all design criteria.

Revised JMF:

The original and revised JMF, and the changes in the target AC content and gradation, are summarized below:

	JMF from Mix Design	Revised JMF #1	Revised JMF #2	Change from Mix Design JMF	Max. Permitted Change
AC Content--all mixes except SMA					± 0.2 %
AC Content --SMA only					± 0.4 %
Sieve	% Passing				
26.5/25.0 mm					± 5.0 %
19.0 mm					± 5.0 %
16.0 mm					± 5.0 %
13.2/12.5 mm					± 4.0 %
9.5 mm					± 4.0 %
4.75 mm					± 3.0 %
2.36 mm					± 3.0 %
1.18 mm					± 3.0 %
600 µm					No limit
300 µm					
150 µm					
75 µm -- all mixes except SMA					± 1.0 %
75 µm -- SMA only					± 2.0 %

CONTRACTOR'S REPRESENTATIVE

Contract Administrator's Response

- Your revised JMF outlined above (and the submitted documentation) have been reviewed and confirmed to conform to contract requirements. The revision will be applied to Lot _____ and to subsequent lots. Confirmation of conformance to Contract requirements of the revised JMF does not constitute any guarantee that the mix can be produced and/or constructed to Contract requirements, and does not relieve the Contractor of the responsibility for ensuring the specified quality of materials and workmanship is achieved.
- Your revised JMF outlined above (and the submitted documentation) have been reviewed. Permission to use the revised JMF is denied for the following reason(s).

CONTRACT ADMINISTRATOR

Date

Supporting Documentation

(Contractor to complete Tables 1, 2 or 3 corresponding to Situations 1, 2 or 3 identified previously)

Situation 1: For Marshall mixes, the test results (lot mean) must show that the minimum design Marshall stability, flow and VMA were achieved and there was no payment reduction for air voids. For Superpave mixes, the test results (lot mean) shall show that the design requirements for VMA, percent G_{mm} at N_{max} , voids filled with asphalt (VFA) and dust proportion were met, and that there was no payment reduction for air voids. The following table confirms that these conditions have been satisfied.

Table 1: Confirmatory Information For Situation 1

	Original Properties (from Lot _____) Note 1	Conditions
PF for AC and/or gradation		< 1.000
PF for Air Voids		≥ 1.000
		Design Requirements
VMA		
Marshall Mixes:		
Marshall Stability		
Marshall flow		
Superpave Mixes:		
Percent G_{mm} at N_{ini}		
Percent G_{mm} at N_{max}		
VFA		
Dust Proportion		

Note 1: From QC testing (uncontested lot) or referee testing.

Situation 2: To permit minor changes in the constituent proportions when test results for the last lot produced to the submitted JMF indicated no negative price adjustments for asphalt cement or gradation, but changes are designed to improve either the air voids or the VMA or both. For this situation, based on the constructed lot, the air voids PWL shall be at least 50 and the lot mean VMA shall be no more than 0.5 percent below the design minimum. The proposed JMF shall yield a mix which improves on this, and shows no deterioration in the remainder of the mix properties.

Table 2: Mix Properties of Constructed Lot and Proposed JMF

	Based on constructed Lot _____ (Note 2)	Conditions	Based on proposed JMF (Note 3)
PF for AC and grading		≥ 1.000	N/A
PWL for Air Voids		≥ 50	N/A
VMA		≤ 0.5 % below design minimum	
		Requirements	
Marshall Mixes:			
Marshall Stability			
Marshall flow			
Superpave Mixes:			
Percent G_{mm} at N_{ini}		N/A	
Percent G_{mm} at N_{max}		N/A	
VFA		N/A	
Dust Proportion		N/A	

Note 2: From QC testing (uncontested lot) or referee testing.

Note 3: Attach results (mean of 4 plant checks or testing of laboratory constituted mix)

Note 4: The properties resulting from this revised JMF must continue to conform to design requirements or show no deterioration thereof.

Situation 3: To permit minor changes in the submitted JMF before production starts.

Table 3: Mix Properties - Mix Design and Proposed JMF

<u>Properties</u>	From Submitted Mix Design	From Proposed JMF (Note 5)	Design Requirements
Air Voids			
VMA			
Marshall Mixes:			
Marshall Stability			
Marshall flow			
Superpave Mixes:			
Percent G_{mm} at N_{ini}			
Percent G_{mm} at N_{max}			
VFA			
Dust Proportion			

Note 5: Attach laboratory test results (mean of 4 plant checks or testing of laboratory constituted mix)



Materials Engineering and Research Office
Bituminous Section
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8