

SECTION 502

ASPHALT PAVEMENT CONSTRUCTION (EPS)

TABLE 502-H – PAYMENT ADJUSTMENTS FOR MATERIAL APPLICATION RATE

Actual Application Rate (Percent of specified rate)	Payment Adjustment \$ per tonne of material in the Lot (unless otherwise noted)	
	Bottom Lift or Single Lift	Top Lift of Multiple Lifts
≥ 110	-\$7.00 for all material in the Lot up to 110% and no payment for product in excess of 110.0%	-\$7.00 for all material in the Lot up to 106% and no payment for product in excess of 106.0%
≥ 106.0 to <110.0	-\$5.00	-\$5.00
≥ 105.0 to <106.0		
≥ 104.0 to <105.0	\$1.00	-\$3.00
≥ 96.0 to <104.0	+\$0.50	+\$0.50
≥ 94.0 to <96.0	-\$2.00	-\$2.00
≥ 92.0 to <94.0	-\$3.00	-\$3.00
≥ 90.0 to <92.0	-\$4.00	-\$4.00
≥ 85.0 to <90.0	-\$7.00	-\$7.00
<85.0	REJECT	REJECT

Representative and the Contractor shall evaluate the first two Lots upon completion of the second Lot, after opening to traffic, to confirm the “agreed to” guidelines. Segregation will then be evaluated only when all paving is complete.

The Ministry Representative, with the Contractor’s Representative, will observe the finished pavement to evaluate the existence, severity and extent of segregation and other surface defects. The evaluation will be completed prior to the issuance of the Completion Certificate

The rating system for categorizing the severity of Top Lift surface segregation, and repair methodology is shown in Table 502-I-1.

502.56.04 Payment Adjustments – The payment adjustment for Top Lift segregation will be the applicable amount shown in Table 502-I-2.

502.56.05 Repair – On Top Lift all segregation, including any areas outside the driving lanes assessed for the payment adjustment, shall be repaired according to Table 502-I-1.

502.56 Surface Segregation

502.56.01 Lot – A Lot shall be one kilometre length of Top Lift pavement for each driving lane.

502.56.02 Sub-Lot – Sub-Lots are not used for segregation.

502.56.03 Determination of Surface Segregation – The finished pavement shall be homogeneous, free from segregation and shall be uniform with respect to surface texture. A segregated area is defined as an area within the driving lanes of the pavement wherein the texture differs visually from the texture of the surrounding pavement.

Due to the nature of variation in asphalt mixes and their compactive characteristics, the definition of degrees of segregation will be established on a project by project basis. The Contractor and the Ministry Representative shall establish using photographs or other mutually agreed upon tools, the definition of slight, moderate and severe segregation. The Ministry