

The Department will not pay an incentive for thickness in evaluation sections where pavement grinding has occurred to achieve smoothness.

The Engineer will evaluate areas of pavement found deficient in thickness by more than 0.5 inch and determine if the deficient area is sufficient to seriously impair the anticipated service life of the pavement. Remove the affected areas of pavement within the limits specified and replace it with concrete of the specified quality and thickness at no additional cost to the Department. Remove the sections of pavement the full length between transverse joints.

If, in the Engineer's opinion, a deficiency in excess of 0.5 inch will not seriously impair the anticipated service life of the pavement, the Contractor may elect to leave the pavement in place, but will not receive payment for the deficient area of pavement.

When the pavement contains no longitudinal joints, the area of such pavement for which payment will not be made is the product of the full width of the strip placed as a unit, multiplied by the distance between probes, on both sides of the deficient measurement that shows measurements within the thickness limits. Where the pavement contains longitudinal joints, the width used by the Department is the width between longitudinal joints and the edge of the pavement.

The Engineer may order the Contractor to core drill the finished pavement to determine thickness of the pavement in areas where smoothness corrections are made. The Engineer will determine the pavement thickness by coring after smoothness corrections have been completed.

**B. Profile Incentive.** The Contractor is entitled to a profile incentive payment for each evaluation section as determined by the smoothness schedule specified. An evaluation section is a 12 feet wide placement, 0.1 mile long or fraction as applicable, with profiles in the driving lanes only. The 0.1 mile long sections runs consecutively from the point paving begins to the point paving is interrupted (e.g., at bridges, end of lane paving, areas specifically excluded by the specifications). The profile index requirements are specified in 409.03.K. The Department will not pay a profile incentive payment for pavement on the roadway shoulders, turn lanes, or other miscellaneous pavement. The Department will pay a profile incentive as follows.

1. Schedule I Projects.

- a. For an IRI between 60.0 inches per mile per 0.1 mile and 40.0 inches per mile per 0.1 mile, use the following formula:  
$$\text{Profile incentive} = (60.0 - \text{Section IRI}) \times \$85.00.$$
- b. For an IRI less than 40.0 inches per mile per 0.1 mile, the profile incentive is \$1,700 for each 0.1 mile section.
- c. For an IRI greater than 60.0 inches per mile per 0.1 mile, a profile incentive payment will not be made.

2. Schedule II Projects.

- a. For an IRI between 70.0 inches per mile per 0.1 mile and 40.0 inches per mile per 0.1 mile, use the following formula:  
$$\text{Profile Incentive} = (70.0 - \text{Section IRI}) \times \$45.00.$$
- b. For an IRI less than 40.0 inches per mile per 0.1 mile, the profile incentive is \$1,350 for each 0.1 mile section.
- c. For an IRI greater than 70.0 inches per mile per 0.1 mile, a profile incentive payment will not be made.

### 3. Schedule III Projects.

- a. A profile incentive payment will not be made.

The Department will make only one profile incentive payment, whichever payment is greater in accordance with the initial IRI reading determined as specified in 409.05.B.

When more than 1 profile run is made in an evaluation section, the Department will use the roughest IRI to calculate the profile incentive payment.

The Engineer may reject the pavement when the initial IRI exceeds 120 inches in a 0.1 mile section.

If grinding is required as specified in 409.03.K, make a profile run after grinding to ensure minimum specifications have been met.