

**Table 601-1<sup>1</sup>**  
**Pavement Adjustment Schedule for Mainline Longitudinal Surface Tolerance, Maximum International Roughness Index, inches per mile**

Percent of Contract Unit Price		102% <sup>2</sup>	100%	98%	50% or Remove and Replace <sup>3</sup>
Category I: Design Speed ≥60 mph	IRI in/mi	≤65	≤75	76-84	≥85
Category II: Design Speed ≥45 mph and <60 mph	IRI in/mi	≤75	≤85	86-94	≥95
Category III: Design Speed <45 mph	IRI in/mi	N/A	≤115	116-129	≥130

<sup>1</sup>Applies to each travel lane for the entire project's length.

<sup>2</sup>Incentive Pay Requirements:

Must equal or be less than the average IRI indicated for bonus payment.

Grinding is not allowed to achieve incentive payment but requirements for 601.03.11.3.2 must be met.

<sup>3</sup>At the option of the Chief Engineer.

**Table 601-2<sup>1</sup>**  
**Individual Wheel Path**  
**Deficient Area Boundaries Requiring Corrective Action**  
**Maximum International Roughness Index,**  
**inches per mile**  
**as measured to nearest whole number**

Any 25-foot Sliding Baseline		PCCP: Longitudinal Direction
Category I	IRI in/mi	≤170
Category II	IRI in/mi	≤190
Category III	IRI in/mi	≤210

<sup>1</sup>The contractor shall use a continuous 25-foot sliding base selected in the ProVal software to analyze and determine must grind areas of localized roughness as specified by this table. The limits for localized roughness, unless greater than that shown in the table above, must be identified and corrected, or accepted by the Project Engineer.

**Table 601-3**  
**Payment Adjustment Schedule**

	Payment (Percent of Contract Unit Price/Lot) <sup>1</sup>			
	100	95	80	50 or Remove and Replace <sup>2</sup>
Deficiency in Average Thickness of 5 cores/lot, inches	0 to 0.13	0.14 to 0.25	0.26 to 0.5	Over 0.50
Average Compressive Strength, psi	≥4000	3500 to 3999	3000 to 3499	Below 3000

<sup>1</sup>Payment adjustment shall be cumulative.

<sup>2</sup>At the option of the Chief Engineer.