

For determining the degree of compaction, the maximum specific gravity (G_{mm}) used in the calculation shall be the average of the two G_{mm} values of the materials placed to construct the joint. The calculated compaction of any individual joint core sample shall not be less than 90.0% of the corresponding maximum specific gravity of the average of the two G_{mm} values for each mix type (each mix design) placed per lot.

- (c) Longitudinal Joint Pay Factor (PF(j)) Determination. In such case that an individual core sample (sublot) is above the minimum compaction as specified in part (b) above, it shall be defined as above minimum.

Upon completion of any individual lot, the percentage of sublots equal to or above the acceptable minimum compaction shall be defined as the lot Percent Above Minimum (PAM) and shall be used as the basis for determining pay factors as follows:

$$\text{For } 85 \leq \text{PAM} \leq 100, \text{PF(j)} = 0.01$$

$$\text{For } 75 \leq \text{PAM} < 85, \text{PF(j)} = 0.00$$

$$\text{For } 0 \leq \text{PAM} < 75, \text{PF(j)} = -0.01$$

406.16 SURFACE TOLERANCE. The surface will be tested by the Engineer using a straightedge at least 4.9 m (16 feet) in length at selected locations parallel with the centerline. Any variations exceeding 3 mm (1/8 inch) between any two contact points shall be satisfactorily eliminated. A straightedge at least 3 m (10 feet) in length may be used on a vertical curve. The straightedges shall be provided by the Contractor in accordance with Subsection 631.06.

For those projects having a centerline length of 0.8 km (0.5 miles) or greater, the surface roughness of the wearing course will be additionally measured by the Engineer or the Engineer's designee with an Agency provided Road Surface Profiler (RSP) to determine a surface tolerance pay factor (PF(r)). The Engineer will contact the Agency's Pavement Management Section Project Manager to arrange for surface testing, which will be performed within two weeks of the placement of permanent pavement markings.

The roughness value used in the applicable formula below will be the average of the International Roughness Index (IRI) values measured by the RSP in each lane. The roughness associated with any anomalous features beyond the control of the Contractor, such as bridges that remain unpaved, will be eliminated from the calculations of the final project

average. The corresponding Surface Tolerance Pay Factor (PF(r)) will be determined as follows:

Limited Access Highways: $PF(r) = (-0.0029 \text{ IRI} + 1.1500) - 1.0$
 All Other State Routes: $PF(r) = (-0.0029 \text{ IRI} + 1.1786) - 1.0$

406.17 TRAFFIC CONTROL. Whenever traffic must be maintained during a paving operation, uniformed traffic officers and/or flaggers shall be stationed at each end of the section being paved and at such other locations as may be required by the Engineer. The uniformed traffic officers or flaggers shall conform to the requirements of Section 630.

Whenever one-way traffic is maintained by the Contractor, the traveling public shall not be delayed more than 10 minutes unless otherwise directed by the Engineer. Two-way traffic shall be maintained during non-working hours.

406.18 METHOD OF MEASUREMENT. The quantity of Bituminous Concrete Pavement or Medium Duty Bituminous Concrete Pavement to be measured for payment will be the number of metric tons (tons) for a lot of mixture (each type) complete in place in the accepted work as determined from the weigh tickets.

The quantities of all applicable Pay Adjustments calculated for the project will be determined as specified below.

When applicable, and when the air voids pay factor, PF(av), for a lot of Bituminous Concrete Pavement or Medium Duty Bituminous Concrete Pavement is less than or more than 0.000, the measured quantity of Bituminous Concrete Pavement or Medium Duty Bituminous Concrete Pavement placed that day will be multiplied by such pay factor to determine an Air Voids Pay Adjustment, (PA(av)), to the accepted tonnage placed (Q) for that lot based on the Contract bid price (B), as follows:

$$PA(av) = PF(av) \times Q \times B$$

When boxed samples are taken to determine mix properties, PF(av) shall be assumed as equal to 0.000 for a "single day" lot. Additionally, when the RQL of 50% is not attained for a lot, all other applicable pay factors for that lot shall not be greater than 1.000.

When applicable, and when the density pay factor, PF(d), for a lot of Bituminous Concrete Pavement or Medium Duty Bituminous Concrete Pavement is less than or more than 0.000, the measured quantity of Bituminous Concrete Pavement or Medium Duty Bituminous Concrete