

**New Jersey Department of Transportation**  
**CONSTRUCTION ADVISORY**

<b>NUMBER:</b> 17	<b>HMA Payment for lots that were the subject to Removal and Replacement</b>	04/04/2014
<b>CATEGORY:</b> Payment		

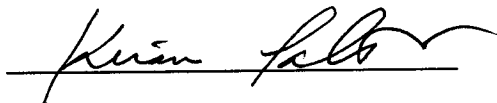
Subpart 105.01.01, Subsection 105.03 and other references allow the RE to direct the removal and replacement of work that is not in conformance with the Contract. Removal and replacement are considered a form of corrective action, and there is no change in the basis of payment. However, because the basis of HMA payment is based on the tonnage placed, and because HMA pavement is regularly subject to quality adjustments there are some aspects that need to be considered.

If an HMA pavement lot is subject to removal and replacement (R&R), the payment for the initial placement (tonnage placed) will be deducted, and payment will be made for the quantity of HMA placed for the R&R lot. For ancillary work (e.g. joint sealer, tack coat, traffic stripes, and coring) that is required to be re-done because of the removal and replacement, payment will be based on the quantity for the original placement, and no payment will be made for the replacement work.

If an HMA pavement lot is subject to removal and replacement, all quality adjustments (e.g. air void, thickness or IRI) that applied to the testing of the original pavement lot are not applied.

The replacement lot will be tested (e.g. air void, thickness or IRI) in accordance with the terms of the Contract, and quality adjustments will be applied as a function of the quantity of HMA placed for the replacement lot.

Additionally, since HMA is subject to asphalt and fuel price adjustments, the price adjustments will be recalculated to deduct the amount based on the initial placement, and calculate the price adjustments based on the quantity and price index applicable to the replacement lot.



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