

409.03.12 Riding Tolerances. This Subsection of the Standard Specifications is hereby deleted and the following substituted therefore:

Produce completed surfacing which meets the straightedge and inertial profiler requirements of Subsection 402.03.05 with the following additions and exceptions to the inertial profiler measurement.

Furnish an inertial profiling system meeting the requirements of Subsection 402.03.03 and measure the pavement as specified in Subsection 402.03.05.

Include 15 feet of the existing pavement on each end of the project in the profile determination. Make construction joints with the existing pavement meet the requirements of this Subsection.

The laser height referencing transducer shall utilize a line laser with a minimum 4 inch wide footprint when measuring the concrete pavement surface.

Where grinding is performed to correct the surface, use grinding machines that are power driven, self-propelled and specifically designed to remove, profile, smooth, and texture concrete pavement. The grinding operation shall conform to Subsection 402.03.05.

Re-groove ground areas as directed to meet the tining requirements of Subsection 409.03.11 (d).

Pick up water and materials produced from grinding and grooving operations and dispose of according to Subsection 107.14.

409.05.02 Ride Pay Adjustment. The progress payment will be adjusted upward or downward for ride quality as measured in Subsection 409.03.12 and as calculated herein.

The Mean Roughness Index (MRI) will be assessed a Ride Pay Adjustment (RPA) according to Table 1.

Ride Pay Adjustments will be based on ride quality lots. A ride quality lot is equal to 0.100 lane-mile. A lane mile is defined as a mile length of each mainline travel lane as shown on the permanent striping plan.

Table 1 *

MRI	RPA	MRI	RPA	MRI	RPA
≤ 40.999	1600.00	54.000 – 54.999	480.00	83.000 – 83.999	- 640.00
41.000 – 41.999	1520.00	55.000 – 55.999	400.00	84.000 – 84.999	- 720.00
42.000 – 42.999	1440.00	56.000 – 56.999	320.00	85.000 – 85.999	- 800.00
43.000 – 43.999	1360.00	57.000 – 57.999	240.00	86.000 – 86.999	- 880.00
44.000 – 44.999	1280.00	58.000 – 58.999	160.00	87.000 – 87.999	- 960.00
45.000 – 45.999	1200.00	59.000 – 59.999	80.00	88.000 – 88.999	- 1040.00
46.000 – 46.999	1120.00	60.000 – 75.999	0.00	89.000 – 89.999	- 1120.00
47.000 – 47.999	1040.00	76.000 – 76.999	- 80.00	90.000 – 90.999	- 1200.00
48.000 – 48.999	960.00	77.000 – 77.999	- 160.00	91.000 – 91.999	- 1280.00
49.000 – 49.999	880.00	78.000 – 78.999	- 240.00	92.000 – 92.999	- 1360.00
50.000 – 50.999	800.00	79.000 – 79.999	- 320.00	93.000 – 93.999	- 1440.00
51.000 – 51.999	720.00	80.000 – 80.999	- 400.00	94.000 – 94.999	- 1520.00
52.000 – 52.999	640.00	81.000 – 81.999	- 480.00	95.000 – 95.999	- 1600.00
53.000 – 53.999	560.00	82.000 – 82.999	- 560.00	≥ 96.000	Shall Correct

* MRI values shown are for each 0.1 mile and RPA is in dollars per 0.1 mile.

Ride Pay Adjustments above \$0.00 will be based on the initial measured MRI. Ride Pay Adjustments above \$0.00 will be paid only when a 0.100 mile lot section has an MRI of ≤ 59.999 inches per mile, no Areas of Localized Roughness of > 175.000 inches per mile, and no defects in excess of 0.25 inch as measured with the straightedge.

If any 0.100 mile lot sections have an MRI from 76.000 to 95.999, corrective work may be performed, at the direction of the Engineer, to achieve a maximum Ride Pay Adjustment of \$0.00 for that lot. Re-measure corrected areas to determine the corrected MRI.

If any 0.100 mile lot sections have Areas of Localized Roughness of > 175.000 inches per mile or defects in excess of 0.25 inch as measured with the straightedge, corrective work shall be performed, at the direction of the Engineer. Re-measure corrected areas to determine conformance with the Localized Roughness and straightedge requirements, and to determine the corrected MRI.