

(Rev. 10-10-16)
(Rev. 2-13-17)

January 1, 2015 |

SPECIAL PROVISION

REGARDING

ASPHALTIC CONCRETE SURFACE (HOT MIX)

This provision sets up pavement smoothness requirements and how testing procedures, acceptance, and payment practices will be handled by the Department.

Completed pavement surfaces of traffic lanes, including those on bridge deck surfaces on both the mainline and ramps with stop or yield conditions shall be tested for smoothness with the Road Profiler in accordance with Department procedures.

The Contractor shall be paid monies due for items in the surface mix based on the payment table below. Any lot (1 mile or fraction thereof) of pavement where the Road Profiler’s Half Car International Roughness Index value exceeds 80 inches per mile or does not provide at least 15% improvement, as shown in the payment tables below, will require corrective action. Any unacceptable lot(s) will be divided into 0.1-mile sub-lots for closer evaluation. The Contractor, at his discretion, shall choose those sub-lots, within the unacceptable lot, to correct in order to bring the overall lot into the acceptable smoothness range. However, the Contractor may not choose more than 3 sub-lots for repair, unless they are adjacent to each other and there are no more than 6 transverse joints. Otherwise, the entire lot will require corrective action. The minimum corrective action shall be the length of the entire sub-lot of 0.1 mile. The only acceptable corrective action is mill and inlay. Payment for the corrected 1 mile lot(s) will be based on the Road Profiler’s Half Car International Roughness Index after corrective action has been taken.

Each lot of pavement will be tested by one pass of the Road Profiler. If corrective action is required, a second pass will then be made to determine the pay adjustments for the corrected lot(s).

Sections excluded from this specification will be identified in the plans. Any excluded sections of roadway must comply with the straightedge requirements specified in section 411.08 of the Standard Specifications.

Any deduction in monies due the Contractor for ride quality shall be made in accordance with this provision under the item for Rideability Deduction.

Payment table for smoothness based on Road Profiler Half Car International Roughness Index values are shown below. **Table 1** will apply to lots that receive more than one lift of mixture and lots of single lifts with an initial Half Car IRI less than 80 in/mi. **Table 1** will also apply to

all lots that are milled prior to overlay if the initial Half Car IRI is less than 100 in/mi. **Table 2** applies only to lots that are single lift with an initial Half Car IRI greater than or equal to 80 in/mi and lots that are milled prior to overlay with an initial Half Car IRI greater than or equal to 100 in/mi. For the purpose of this specification, placement of “Scratch” mixture (C-S mix) will not be considered a lift of mixture to improve smoothness.

TABLE 1

411C- Table 1	
Road Profiler Value Half Car IRI (IN/MI)	Percentage paid on bid price of surface items
55 or less	100%
56	99%
57	98%
58	97%
59	96%
60	95%
61	94%
62	93%
63	92%
64	91%
65	90%
66	88%
67	86%
68	84%
69	82%
70	80%
71	77%
72	74%
73	71%
74	68%
75	65%
76	61%
77	57%
78	53%
79	49%
80	45%
Greater than 80	Mill & Inlay

TABLE 2

411C- Table 2	
Percent Improvement % **	Percentage paid on bid price of surface items
30 or more	100%
29	99%
28	98%
27	97%
26	96%
25	95%
24	94%
23	93%
22	92%
21	91%
20	90%
19	88%
18	86%
17	84%
16	82%
15	80%
Less than 15	Mill and Inlay*

*The mill and inlay shall be the thickness as specified on the plans for the surface layer

$$**\text{Percent Improvement} = \frac{\text{Initial Half Car IRI} - \text{Final Half Car IRI}}{\text{Initial Half Car IRI}} \times 100$$