

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
SECTION 315—RIDEABILITY

June 10, 2004c

SECTION 315—ASPHALT CONCRETE PAVEMENT of the Specifications is amended as follows:

Section 315.07(a) Surface Tolerances is replaced by the following:

Pavement smoothness will be determined by a profiler on designated lanes having a design speed of 45 miles per hour or higher as specified herein. A straightedge will be used to test intersections, urban areas, transition lanes, and pavement within 52 feet of bridge approach slabs.

For designated pavements, the surface course ride quality acceptance will be based on the lowest average International Roughness Index (IRI) for each 0.01-mile section produced by a minimum of two test runs, using a South Dakota style road profiling device and reported for each travel lane. The device shall measure both wheel paths with laser height sensing instruments. The Department will perform and complete Roughness testing within 30 calendar days of completion of the final surface course and pavement striping over the designated section, providing the Contractor can allow unimpeded access to the paved surface for constant highway speed test runs. Testing shall be conducted in accordance with the requirements of VTM-106.

Acceptance

An IRI number in inches per mile will be established for each 0.01-mile section for each travel lane of the surface course designated by the contract. The 0.01-mile section before and after a bridge, and the beginning and end 0.01-mile sections of the surface course will not be subject to a pay adjustment.

Areas excluded from testing by the profiler will be tested using a 10-foot straightedge. The variation of the surface from the testing edge of the straightedge between any two contacts with the surface shall not be more than 1/4 inch. Humps and depressions exceeding the specified tolerance shall be subject to correction as directed by the Engineer, at no additional cost to the Department.

The following table provides the acceptance quality rating scale of pavement based on the final rideability determination.

IRI After Completion (Inches Per Mile)	Contract Unit Price Adjustment (Percent Pavement Unit Price)
45.0 and Under	105
45.1-55.0	103
55.1-70.0	100
70.1-80.0	90
80.1-90.0	80
90.1-100.0	70
Over 100.0	Corrective Action Required

This contract unit price adjustment will apply to the asphalt concrete's weighted average unit price for the total theoretical tonnage representing the total thickness of the asphalt pavement structure of the 0.01-mi section for the lane width.

When corrections to the pavement surface are required, the Engineer shall approve the Contractor's method of correction. In order to produce a uniform cross section, the Engineer may require correction to the adjoining traffic lanes or shoulders. Corrections to the pavement surface and/or the adjoining traffic lanes and shoulders will be at no cost to the Department. Methods of correction shall be limited to diamond grinding, remove and replace, and AC overlay.

Where corrections are made after the official Department test, the pavement will be retested by the Department to verify that corrections have produced the acceptable ride surface. No incentives will be provided for sections on which corrective actions have been required. The contractor will have one opportunity to perform corrective action(s). In the event the corrective action(s) do not result in a minimum of 70% payment, then the contractor will be assessed the corresponding percent payment based on the following table.

IRI After Correction (Inches Per Mile)	Contract Unit Price Adjustment (Percent Pavement Unit Price)
100.1 – 120.0	60
120.1 – 140.0	40
140.1 – 160.0	20
Over 160.0	0

Incentive Only Projects

For projects designated as "incentive only", the Contractor will not be subjected to penalties on any 0.01-mile section resulting from the final rideability results. Incentive only projects will not be subject to corrective action as a result of the rideability results.

Pay adjustments will be applied to the theoretical tonnage of the surface mix asphalt material for the lane width and section length tested.

This rideability specification does not relieve the Contractor from responsibility concerning workmanship in accordance with the requirements of the Specifications, other contract requirements or as defined by the Engineer.