Guidance for use. Use on all projects that include the Special Provision for Ride Quality (MRI Acceptance Criteria) and have areas designated as Class I ride or Class II ride having design speeds of 50 mph or greater.

Plan quantities shall be determined by summing the area in square yards in each lane that is designated as Class I or Class II ride AND has a design speed of 50 mph or greater. From this, deduct the area in square yards of bridge decks and approaches that are not reconstructed, repaved or ground as part of the project. Once the overall area in square yards is determined for the area of pavement eligible for ride incentive, multiply this by $0.50 per square yard to determine the overall dollars to include in the project for potential ride incentive. The pay item will be Dollar (Dlr) and (if not automatically done by Pre-construction) the unit price needs to be entered as $1.00 per dollar.

*For Class II areas eligible for incentive, the words "Class II with Incentive" should be entered into the Class column of the template **Special Provision for Ride Quality Limits (12TM501-A270).** This will differentiate Class II areas with incentive from Class II areas where incentive does not apply, which are typically low speed areas.*

After following the above guidance for the use of this recommended special provision you must do the following to delete the guidance page to place the SP into your project:

For those with Adobe Acrobat X standard or Adobe Acrobat X Pro:
Open the PDF file in Adobe. Select tools from the right side of the tool bar. This will bring up a menu on the right side of the page. Click on the option of delete. This will bring another menu up and you need to select from 1 to 1 of 3 and then click okay. It will ask if you want to delete page 1 and you click yes. The Recommended SP should then be ready for use.

For those with Adobe Acrobat XI Pro:
Open the PDF file in Adobe. Select common tools from the right side of the tool bar. This will bring up a menu on the right side of the page. Then select Rearrange & Renumber pages. Click on the option of delete. This will bring another menu up and you need to select from 1 to 1 of 3 and then click okay. It will ask if you want to delete page 1 and you click yes. The Recommended SP should then be ready for use.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
RIDE QUALITY INCENTIVE

CFS:TEH   1 of 2   APPR:MB:CJB:08-12-16

    a. Description. This special provision provides the requirements for and the process to follow for a Contractor to earn a potential monetary incentive for constructing pavement surfaces with low Mean Roughness Index (MRI) values. This special provision is to be used in conjunction with the 12SP-501K - Ride Quality (MRI Acceptance Criteria) that is included in the contract.

    b. Definitions. The following definitions are to be used in this special provision and will apply to the work covered by the 12SP-501K - Ride Quality (MRI Acceptance Criteria):

Acceptance Run. Run(s) made by the Engineer, using an MDOT or Contractor provided profiler, to determine compliance with the ride quality specification. Acceptance runs will not be made until all corrective action has been completed.

Incentive Run. Run(s) made by the Engineer using an MDOT-provided profiler to determine any potential incentive payment. Incentive runs will be made separately and after acceptance runs. The only areas excluded from incentive runs will be untouched bridge decks as defined herein.

Untouched Bridge Decks. Existing bridge decks and approaches that are not reconstructed, repaved or ground as part of the contract.

    c. Incentives. Sections of a project designated in the Special Provision for Ride Quality Limits included in this project, as high speed Class I Ride Quality and Class II Ride Quality with Incentive, will be eligible for incentive payments provided the overall MRI falls within incentive range.

Incentive runs will be made by the Engineer, using an MDOT-provided profiler. Incentive runs will be made separately from and after acceptance measurements are completed. Incentive runs will not be undertaken unless acceptance runs indicate the pavement falls within the range for an incentive. MRI values will be reported in units of inches per mile and will be rounded to the nearest whole number following *ASTM E 29.*

Incentive runs will be made after the entire length of a lane is open to traffic and there are no lane shifts present. Excluded areas do not apply to incentive runs. The only areas that will be excluded from incentive runs are untouched bridge deck areas.

The results of incentive runs cannot be appealed.

    d. Measurement and Payment. Any incentive earned, up to the allowable maximum, will be paid using the following pay item:

Pay Item   **Pay Unit**

Ride Incentive ....Dollar

Payment will be determined by the Engineer for the item **Ride Incentive** based solely on the overall MRI for each applicable travel lane of the project for the entire lane length excluding any untouched bridge deck areas. The incentive payment for each applicable lane will be determined individually. The incentive payment will be as follows:

For MRI values above 45 inches per mile, there will be no Ride Incentive.

For MRI values from 25 to 45 inches per mile, the Ride Incentive = $0.50 x (Eligible Square Yards) x (45 – MRI) x (0.05)

For MRI values below 25 inches per mile, the Ride Incentive = $0.50 x (Eligible Square Yards)

The Eligible Square Yards equals the number of square yards in the pavement lane minus the area in square yards of untouched bridge decks and minus the area in square yards with corrective action. The area in square yards with corrective action will be determined by measuring, in lineal feet, the length of each lane that has had its surface ground entirely or in part, milled or replaced. This lineal footage will then be multiplied by the overall width of that lane.

Incentives will only be paid for portions of the project that have a design speed greater than 50 mile per hour and are designated as Class I Ride Quality or Class II Ride Quality with Incentive.