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(April 24, 2006)
Surface Smoothness

Section 5-04.3(13) is revised to read:

This project will utilize International Roughness Index (IRI) Value as the basis for the bid item, "Smoothness Compliance Adjustment.

The completed surface of all wearing courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds.

The Contractor shall notify the Engineer when the roadway is ready for testing. Weather permitting; IRI testing will be completed within twenty calendar days of the Contractor notification that the roadway is ready for testing. The Engineer will notify the Contractor of the results within 3 working days after the test is completed.

WSDOT State Materials Laboratory will perform the IRI testing. Upon the completion of the paving operation, and any corrective action, the Engineer will inspect the roadway to ensure it can be driven safely at the posted speed limit. If requested by the Engineer the Contractor shall sweep the roadway immediately prior to testing. If the sweeping is needed as a result of the Contractor's operation it shall be the responsibility and expense of the Contractor.

No testing will be done if the roadway has standing water, if it is raining or other weather conditions exist which are determined by the Engineer to be unsuitable.

The entire length of each through lane, climbing lane, passing lane, bridge approach and bridge deck that is paved with HMA shall be tested from the beginning to the end of the project. Ramps, shoulders and tapers will not be tested and will not be subject to incentive/disincentive adjustments.

Bonuses apply and penalties are waived for bridge structures, approach slabs or both including 100 feet on either side of the bridge structure, approach slabs or both. Corrective action will be required if the IRI exceeds 95 inches per mile.

Existing Conditions

During the last review of this roadway, which was conducted on *** \$1\$\$ **, by the Contracting Agency, the following IRI (inches/mile) values were obtained. The IRI values are informational only and are averaged IRI values for 1 mile sections. Additional information may be available for review at the Project Engineer's Office.

SR	Begin Milepost	End Milepost	IRI	
			IRI Running Avg NB/EB (Inch/mile)	IRI Running Avg SB/WB (Inch/mile)
\$2\$\$	\$3\$\$	\$4\$\$	\$5\$\$	\$6\$\$

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Corrective Action

The Contractor shall use a 10-foot straightedge, lightweight profilers, California profilographs or other devices approved by the Project Engineer to locate surface irregularities.

Areas showing high spots of more than 1/8 inch in 10 feet, or IRI values greater than 95 inches per mile for Pay Schedule 1 and 2, shall be marked and corrected by one of the following methods:

1. Diamond grinding until the high spot does not exceed 1/8 inch in 10 feet, or a maximum IRI value of 65 inches per mile for Pay Schedule 1 and 75 for Pay Schedule 2.
2. Removal and replacement of the wearing course of HMA.
3. By other method approved by the Project Engineer.

A standard pavement-milling machine will not be allowed for removing high spots.

The Contractor shall determine and mark the exact location of each bump on the pavement before corrective action commences. The area that is repaired/corrected shall be checked by the Contractor to ensure that the area meets specifications.

Corrective actions or repairs shall not reduce planned pavement thickness by more than 1/4 inch.

All corrective work shall be completed at no additional expense to the Contracting Agency. If, correction of the roadway as listed above will not produce satisfactory results as to smoothness and serviceability, the Engineer may accept the completed pavement and shall deduct from monies due or that may become due to the Contractor the sum of \$500.00 for each and every section of single traffic lane 100 feet in length in which any deviations as described above are found. Under the circumstances described above, the decision whether to accept the completed pavement or to require corrections as described above shall be vested entirely in the Engineer.