May 8, 2014

# REVISION OF SECTION 105

**PORTLAND CEMENT CONCRETE PAVEMENT SMOOTHNESS**

**NOTICE**

This is a standard special provision that revises or modifies CDOT’s *Standard Specifications for Road and Bridge Construction.* It has gone through a formal review and approval process and has been issued by CDOT’s Project Development Branch with formal instructions for its use on CDOT construction projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT construction projects, and do not use this special provision on CDOT projects in a manner other than that specified in the instructions unless such use is first approved by CDOT’s Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies which use the *Standard Specifications for Road and Bridge Construction* to administer construction projects may use this special provision as appropriate and at their own risk.

**Instructions for use on CDOT construction projects:**

Use on all projects having PCCP pavement. The designer will specify the roadway pavement smoothness category in the General Notes if it is not HRI Category II. The instructions for determining the pavement smoothness category and traffic control for the Department’s Quality Assurance portion of this specification are in Design Bulletin 2011-3, revised May 8, 2014.

Note: This specification requires a Force Account item for incentive payment.

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REVISION OF SECTION 105

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Section 105 of the Standard Specifications is hereby revised for this project as follows:

In subsection 105.08 (b) 1. A. delete the eighth paragraph and replace with the following:

The profile shall include transverse joints when pavement is placed by the project on both sides of the joint. When pavement is placed on only one side of the joint, the profile shall start 25 feet outside the project paving limits.

In subsection 105.08 (b) 1. B. add the following:

The ambient temperature shall be at least 34 °F for the profiler to operate.

In subsection 105.08 (b) 1. C. delete the third and fourth paragraph and replace with the following:

Incentive/Disincentive adjustments for Pavement Smoothness will be made in accordance with Table 105-10. Sections less than 0.01 miles in length will not be subject to disincentives. The profile of the section of pavement 25 feet outside the paving limits to 25 feet inside the paving limits will not be subjected to incentive or disincentive adjustments, but will be evaluated for localized roughness.

Incentive payments will not be made until all localized roughness areas have been corrected.

In subsection 105.08 (c) delete the sixth and seventh paragraphs and replace with the following:

Localized Roughness. The profiles shall be analyzed to determine where areas of localized roughness occur. The profile shall be summarized using the continuous HRI reporting system using an averaging length of 25 feet. The latest version of FHWA’s ProVal software shall be used to generate the continuous HRI report. ProVal can be downloaded at [http://www.roadprofile.com](http://www.roadprofile.com/).

Areas of localized roughness are determined to be where the continuous HRI report exceeds the values in Table 105-11. Areas of localized roughness greater than 15.0 feet in length shall be considered deficient, and require corrective work. Areas of localized roughness less than 25 feet in distance that contain a valve box shall be tested in accordance with subsection 105.08 (a) 2. for corrective work.

In subsection 105.08 (c) add the following to the ninth paragraph:

Diamond grinding shall be the full width of the lane.