

STATE**OF****TENNESSEE**

(Rev. 12-01-02)
(Rev. 02-01-07)
(Rev. 10-20-07)
(Rev. 05-11-2010)

January 1, 2015 |

SPECIAL PROVISION**REGARDING****SECTION 411 – 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 between freeways that do not have stop or yield conditions shall be tested for smoothness with the Road Profiler in accordance with Department procedures.

For projects on all interstates and controlled access freeways that require the placement of BM or BM2 as a binder layer, the binder layer shall be tested for smoothness as soon as practicable after placement of the binder layer but prior to the placement of the final wearing surface. The binder layer shall have a maximum HCIRI of 60 in./mi. Any lot, or fraction thereof, of the binder layer that is greater than 60 in./mi. shall be corrected prior to placement of the final surface mix. Ramps with posted speeds less than 45 MPH shall be excluded. All corrective action shall be approved by the Engineer and shall be completed at the Contractors expense including, but not limited to, grinding and asphalt leveling.

The Contractor shall be paid monies due for items in the surface mix based on the payment table below. Any lot (one mile or fraction thereof) of pavement where the Road Profiler's Half Car International Roughness Index value exceeds 70 inches per mile, as shown in the payment table 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 one 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 payment for the corrected lot(s).

Payment table for smoothness based on Road Profiler Half Car International Roughness Index values

SPECIFICATION			
411B			
Road Profiler Value Half Car IRI (IN/MI)	Percentage paid on bid price of surface items	Road Profiler Value Half Car IRI (IN/MI)	Percentage paid on bid price of surface items
Less than 25	110%	48	97%
25	110%	49	96%
26	109%	50	95%
27	108%	51	94%
28	107%	52	93%
29	106%	53	92%
30	105%	54	91%
31	104%	55	90%
32	103%	56	88%
33	102%	57	86%
34	101%	58	84%
35	100%	59	82%
36	100%	60	80%
37	100%	61	77%
38	100%	62	74%
39	100%	63	71%
40	100%	64	68%
41	100%	65	65%
42	100%	66	61%
43	100%	67	57%
44	100%	68	53%
45	100%	69	49%
46	99%	70	45%
47	98%	Greater than 70	Mill and Inlay*

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