

**KANSAS DEPARTMENT OF TRANSPORTATION  
SPECIAL PROVISION TO THE  
STANDARD SPECIFICATIONS, EDITION 2015**

Delete SECTION 603 and replace with the following:

**SECTION 603**

**ASPHALT PAVEMENT SMOOTHNESS**

**603.1 DESCRIPTION**

Determine the smoothness of the pavement surface and correct the deficiencies as specified in the Contract Documents.

For the purposes of this specification, define new construction to mean construction where pavement did not exist before, and where existing pavement is removed down to the base or subgrade.

All other conditions should be considered rehabilitation construction.

When projects contain both new and rehabilitation construction, follow appropriate guidelines for each type.

**BID ITEM**

Asphalt Pavement Smoothness

**UNITS**

Lump Sum

**603.2 MATERIALS** - None specified.

**603.3 CONSTRUCTION REQUIREMENTS**

**a. Profilograph Testing.** Determine the pavement smoothness by profiling the pavement surface of through traffic lanes and ramps. Excluded from profilograph testing, and not eligible for pay adjustments, on all projects are:

- bridge decks
- acceleration and deceleration lanes of at-grade intersections
- turning lanes
- shoulders
- pavement on horizontal curves with centerline radius of curvature of less than 1000 feet, and pavement within the superelevation transition of such curves
- individual sections of pavement less than 50 feet in length
- the first (or last) 15 feet of a pavement section where the Contractor is not responsible for the adjoining surface
- side roads less than 250 feet in length
- county secondary projects
- existing roadways that are surfaced with a plan thickness of less than 4 inches of hot mix asphalt (HMA)
- chip seals
- microsurfacing
- ultrathin bonded asphalt surface (UBAS)

Profile and correct, if necessary, the following categories of asphalt surfacing. These are not eligible for pay adjustments:

- existing roadways that are milled, then surfaced with a plan thickness of less than 4 inches of hot mix asphalt (HMA).
- existing roadways that are surfaced with a plan thickness of less than 4 inches of HMA that is placed in 2 or more lifts.

- existing roadways that are cold in-place recycled (CIR) with a plan depth of 2 inches or more, then surfaced with a plan thickness of less than 4 inches of HMA.
- existing roadways that are hot-in-place recycled (HIR) with a plan depth of 1 ½ inches or more, then surfaced with a plan thickness of less than 4 inches of HMA.

In addition to the asphalt surfacing above, profile and correct, if necessary, the following categories of asphalt base, prior to placement of the surface course. These are not eligible for pay adjustments:

- CIR pavement with a plan thickness of 2 inches or more.
- HIR pavement with a plan thickness of 1 ½ inches or more.
- HMA Base with a plan thickness of less than 4 inches when the surface course is UBAS. Profile and correct HMA base prior to placing UBAS.

**b. Equipment.** Use a California type profilograph, prequalified by the Bureau of Construction and Materials, to determine the pavement profile. If approved by the Bureau of Construction and Materials, other types of profilographs that produce results compatible to the California type profilograph may be used. If the profilograph has a mechanical recorder, provide a ProScan electronic scanner with motorized paper transport to reduce the trace. Use the motorized paper transport when scanning the profilograph traces. The Bureau of Construction and Materials can provide the information necessary for the Contractor to obtain a ProScan electronic scanner. If approved by the Bureau of Construction and Materials, other types of automated trace reduction equipment may be used. If the profilograph has a computerized recorder, the trace produced is evaluated without further reduction.

**c. Profilograph Operation.** Provide an operator for the profilograph certified according to KT-46, Part V.

Determine the pavement profiles for each lane according to the procedures for 1 lane shown in Kansas Test Method KT-46. Additional profiles may be taken only to define the limits of an out-of-tolerance surface variation. The Engineer may use a 10-foot straightedge (or other means) to detect irregularities outside the required trace paths. The Engineer may also use the straightedge to delineate the areas that require corrective action.

Determine a profile index (in./mi.) for each pavement section of finished pavement. A pavement section is a continuous area of pavement surface 0.1 mile long by 1 lane wide (12 feet nominal). A partial pavement section resulting from an interruption (such as a bridge) of the continuous pavement surface is subject to the same testing and evaluation as a whole section.

Profile the pavement after final rolling, and within 72 hours of completing the asphalt paving on the project. At the Engineer's discretion, the Contractor will profile the pavement after final rolling, and within 24 hours of placement of the pavement.

If the Contractor elects to test intermediate lifts with the profilograph, make the profilograms available to the Engineer to review for evaluating the paving methods and equipment.

On surfaces excluded from profilograph testing, the Engineer will determine the pavement smoothness using a 10-foot straightedge. The Engineer will select the locations to be tested. The variation of the surface from the testing edge of the straightedge shall not exceed ⅛ inch between any 2 contacts, longitudinal or transverse.

Correct all irregularities exceeding the specified tolerance using equipment and methods approved by the Engineer. After the irregularities are corrected, the Engineer will retest the area to verify compliance with the specified tolerance.

**d. Profilograph Evaluation and Corrective Actions.** Evaluate the profilograph results according to KT-46. Provide the Engineer with the profilograms and their evaluation the first working day after profiling the roadway.

Determine and evaluate the profile index (in./mi.) for each trace and the average profile index (in./mi.) for each section to identify where corrective action is needed.

Determine the daily average profile index (in./mi.) for each day's paving operation. A day's paving operation is the pavement placed in a day (a minimum of 1 pavement section).

- If less than 1 pavement section is placed in a day, the day's production is grouped with the next day's production.
- If the production of the last day of project paving is less than 1 pavement section, it is grouped with the previous day's production.
- The Contractor has the option of profiling the final portion of a day's production (not to exceed 5 sections) the first working day that paving is continued in the same lane. If the Contractor opts to

profilograph the final portion of a day's paving the next working day that paving is continued in the same lane, those results (the final portion of the previous day's paving) are grouped with the day's paving as the lane is continued.

(1) For new construction bid items in **SECTION 602**, take the required corrective actions according to **TABLE 603-1**.

<b>TABLE 603-1: ASPHALT PAVEMENT SURFACE TOLERANCES, NEW CONSTRUCTION SECTION 602 BID ITEMS</b>		
<b>Pavement Surface Tolerances (in./mi.)</b>		<b>Required Corrective Action</b>
<b>Through Lanes Speed Limit Greater than 45 mph</b>	<b>Acceleration Lanes* Deceleration Lanes* Ramps* Through Lanes Speed Limit 45 mph or Less</b>	
Profile Index per Section of 30 or less for an individual trace	Profile Index per Section of 40 or less for an individual trace	Correct all bumps and dips**.
Profile Index per Section greater than 30 for an individual trace		Correct the Profile Index of each individual trace to 30 or less per section**.
	Profile Index per Section greater than 40 for an individual trace.	Correct the Profile Index of each individual trace to 40 or less per section**.
Daily Average Profile Index greater than 40	Daily Average Profile Index greater than 65	Suspend the paving operations until corrective actions are taken to improve the paving operations.

\*Acceleration/deceleration lanes include the taper. Acceleration lanes that become through lanes are limited to 500 feet from the nose of the ramp. Ramps are from the nose to the intersection of the adjoining road.

\*\*Correct all areas within each section having high or low points (bumps or dips) with deviations in excess of 0.3 inches in a length of 25 feet or less regardless of the profile index value.

(2) For all other rehabilitation construction bid items in **DIVISION 600**, take the required corrective actions according to **TABLE 603-2**.

<b>TABLE 603-2: ASPHALT PAVEMENT SURFACE TOLERANCES, REHABILITATION DIVISION 600 BID ITEMS (EXCEPT SECTION 602, NEW CONSTRUCTION)</b>		
<b>Pavement Surface Tolerances (in./mi.)</b>		<b>Required Corrective Action</b>
<b>Through Lanes</b>	<b>Acceleration Lanes* Deceleration Lanes* Ramps* ≥ 1 ½" Surface Recycled Asphalt/Hot In-place Recycled Asphalt Pavement ≥ 2" Cold Recycle Asphalt Construction</b>	
Profile Index per Section of 30 or less for an individual trace	Profile Index per Section of 40 or less for an individual trace	Correct all bumps and dips**.
Profile Index per Section greater than 30 for an individual trace		Correct the Profile Index of each individual trace to 30 or less per section**.
	Profile Index per Section greater than 40 for an individual trace.	Correct the Profile Index of each individual trace to 40 or less per section**.
Profile Index per Section greater than 40 for an individual trace	Profile Index per Section greater than 50 for an individual trace.	Suspend the paving operations until corrective actions are taken to improve the paving operations.

\*Acceleration/deceleration lanes include the taper. Acceleration lanes that become through lanes are limited to 500 feet from the nose of the ramp. Ramps are from the nose to the intersection of the adjoining road.

\*\*Correct all areas within each section having high or low points (bumps or dips) with deviations in excess of 0.4 inches in a length of 25 feet or less regardless of the profile index value.

**e. Corrections.** Make the required corrections for pavement smoothness before making the pavement thickness determinations. Use these methods for corrections:

- diamond grinding when the layer is the final riding surface
- when the layer will be covered with a chip seal or microsurfacing
  - micro-milling or fine-lace milling (minimum of 60 teeth per foot) may be done in a continuous 100-foot segment provided there is at least 400 feet of the surface adjacent to the segment that is not milled or diamond ground
  - diamond grind when more than 100 feet within a 400-foot segment requires correction. The Engineer may permit micro-milling if in the opinion of the Engineer the resulting surface is not detrimental to the functionality of the chip seal or the microsurfacing
- milling if the layer will be covered by UBAS or a layer of HMA.
- remove and replace the entire pavement thickness
- remove the surface by milling, and replace the specified surface course
- overlay (not patch) with the specified surface course
- other methods that are approved by the Engineer

Apply the corrective measure to the full-lane width of the pavement. The corrected areas shall have uniform texture and appearance. The beginning and ending of the corrected areas shall be squared normal to centerline of the paved surface.

When grinding is performed, use vacuum equipment or other continuous methods to remove grinding slurry and residue. Remove from the project and properly dispose of the material. Do not allow the grinding slurry to flow across lanes being used by traffic, onto shoulder slopes, into streams, lakes, ponds or other bodies of water, or gutters or other drainage facilities. Do not place grinding slurry on foreslopes.

**f. New Construction Bid Items in SECTION 602, and Eligible for Pay Adjustments.** After the profilograph traces have been evaluated, make corrections according to **TABLE 603-3**.

<b>TABLE 603-3: GRINDING REQUIREMENTS</b>	
<b>Condition</b>	<b>Action*</b>
Greater than 25% (132 feet) of the 0.1 mi. section requires correction	Continuously grind the entire 0.1 mi. section.**
Greater than 25% (1320 feet) of 1.0 mi. segment require correction	Continuously grind the entire 1.0 mi. segment, when the areas requiring correction are dispersed throughout the 1.0 mi. segment. If the areas requiring correction are isolated to 1/3 or 1/2 mi. within the 1.0 mi. segment, then only grind that 1/3 or 1/2 mi.

\* Continuously grinding requires a minimum of 98% of the pavement be ground.

\*\*If the skip length between areas to be ground (either within a 0.1 mi. section or between 0.1 mi. sections) is less than either grind length, combine the grinds so the area between is also ground. This additional ground area (area between) will apply to the computation of the 25% of the 0.1 mi. section.

If the Contractor elects or is required by **TABLE 603-3** to continuously grind the entire project, the following apply:

- the areas excluded in **subsection 603.3a.** are not required to be ground;
- at intersections constructed with multiple transitions for drainage (especially in urban areas), if smoothness meets **SECTION 603**, the intersection is not required to be ground; and
- when transitioning from a ground area to an unground area, feather the grinding a uniform distance throughout the project.

Grind and texture the entire surface of the pavement in the longitudinal direction. Provide positive lateral drainage by maintaining a constant cross slope between grinding passes in each lane.

Maintain a uniform transverse slope that matches the existing cross slope to the extent possible with no depressions or humps greater than 1/4 inch in 12 feet when tested with a string line or straightedge. Do not exceed by more than 1/16 inch the vertical alignment between adjacent passes of the cutting head. Begin and end grinding lines normal to the direction of vehicle travel. Grind the surface so corrugations are parallel to the pavement edge with ridges 1/16 inch, ±1/32 inch higher than the valleys of the corrugations.

**g. Profilograms.** After pavement sections are corrected, re-profile the pavement surface to verify compliance with the specified pavement smoothness. Provide the Engineer with the profilograms and their evaluation within 2 working days after correcting the pavement surface.

The Engineer may perform profilograph testing on the pavement surface for monitoring and comparison purposes. If the Engineer determines that the Contractor's certified test results are inaccurate, the Engineer may choose to test the entire project length. The Engineer will charge the Contractor for such testing at the rate of \$500 per mile per profile track, with a minimum charge of \$1000. Providing inaccurate test results may result in de-certification of the Contractor's certified operator.

#### **603.4 MEASUREMENT AND PAYMENT**

**a. General.** The Engineer will base the pay adjustment for pavement smoothness on the initial average profile index of the pavement section before any corrective work is performed. If the Contractor elects to remove and replace a pavement section, the Engineer will base the pay adjustment for pavement smoothness on the initial average profile index of the pavement section after the replacement.

For reconstruction projects, if the Contractor elects or is required by **TABLE 603-3** to continuously grind the entire project, pay adjustments will be based on the average profile index determined after all grinding is performed.

**b. New Construction, Bid Items in SECTION 602, Eligible for Pay Adjustments.** The Engineer will apply the contract price adjustment according to **TABLE 603-4**. Payments for "Asphalt Pavement Smoothness" are an added item to the contract.

<b>TABLE 603-4: ASPHALT PAVEMENT SMOOTHNESS PAY ADJUSTMENT NEW CONSTRUCTION</b>	
<b>Average Profile Index (in./mi. per lane per 0.1 mi. section)</b>	<b>Contract Price Adjustment (per 0.1 mi. section per lane)</b>
6.0 or less	+\$1000.00
6.0 to 10.0	+\$835.00
10.1 to 15.0	+\$625.00
15.1 to 18.0	+\$310.00
18.1 to 30.0	0.00
30.1 to 40.0	0.00*
40.1 or more	-\$615.00*

\*Correct to 30.0 in./mi. (40.0 in./mi. as noted in TABLE 603-1).

The pay adjustments in TABLE 603-4 are for 12" thick hot mix asphalt and 8" thick portland cement concrete pavements. Pay adjustments for pavements of different thicknesses will be reduced or increased proportionally, based on the typical section for the extent. (i.e. pay adjustment for a 9" hot mix asphalt pavement is equal to the adjustment from the TABLE 603-4 multiplied by 0.75).

**c. Rehabilitation Construction, for all Other Bid Items in DIVISION 600 and Eligible for Pay Adjustments, Take the Required Corrective Actions According to TABLE 603-5.** The Engineer will apply the contract price adjustment according to TABLE 603-5. Payments for "Asphalt Pavement Smoothness" are an added item to the contract.

<b>TABLE 603-5 ASPHALT PAVEMENT SMOOTHNESS PAY ADJUSTMENT REHABILITATION CONSTRUCTION</b>	
<b>Average Profile Index (in./mi. per lane per 0.1 mi. section)</b>	<b>Contract Price Adjustment (per 0.1 mi. section per lane)</b>
7.0 or less	+\$152.00
7.1 to 10.0	+\$76.00
10.1 to 30.0	0.00
30.1 to 40.0	0.00*
40.1 or more	-\$203.00*

\*Correct to 30.0 in./mi. (40.0 in./mi. as noted in TABLE 603-2).