Supplemental Technical Specification for Rideability for Asphalt Mixtures

SCDOT Designation: SC-M-403 (4/16)

1. SCOPE

1.1. The Resident Construction Engineer (RCE) will evaluate asphalt surfaces for a satisfactory ride. If conditions permit and unless otherwise specified in the special provisions, the Materials and Research Engineer will test the asphalt surface in accordance with SC-T-125 when requested by the RCE. General guidelines for the application of this specification are shown in Figure 1.

2. REFERENCED DOCUMENTS

2.1. SC-T-125, Measurement of Pavement Rideability using the Dynatest 5051 Mark III Road Surface Profiler with LMI 3D Gocator series wheel path lasers.

2.2. SC-M-502

3. REQUIREMENTS FOR TESTING

3.1. For SC-T-125 to be used, the following conditions must be met:

- A constant speed of at least 35 miles per hour is maintainable throughout each section that measurements are made.
- The sections to be tested have a final posted speed limit of at least 45 mph.
- The project has at least 0.5 miles of pavement that may be tested without interruptions or exclusions (such as, but not limited to, bridges, stop signs, railroad crossings, speed limit below 45 mph, signalized intersections, or sharp curves posted for less than 35 mph.)

4. REQUIREMENTS FOR NEW CONSTRUCTION

4.1. On newly constructed roadway projects that include two or more uniform lifts of asphalt, the maximum acceptable IRI for full pay for each nominal 0.1-mile segment of vehicle lane, when tested in accordance with SC-T-125, is 65 inches per mile, with the following exceptions. If the new construction is directly tied to existing pavement for widening and the existing pavement is being overlaid with two or more lifts of asphalt, then Subsection 5.3 (Table 3.) applies to all adjacent new wheelpaths in a segment and direction unless the route is defined as limited access in Table 2. If the new construction is directly tied to existing pavement for widening and the existing pavement is being overlaid with a single lift of asphalt, then the requirements of Sections 6 or 7, as applicable, for a given segment and direction applies to all adjacent new wheelpaths unless the route is defined as limited access in Table 2. Pay adjustments apply only to the course of asphalt that will constitute the final riding surface.

4.2. When the IRI value exceeds 65 (or 90 if Table 3. applies) inches per mile but does not exceed 80 (or 111 if Table 3. applies), then a price reduction will be made in accordance with Table 1 or Table 3 as applicable. Alternatively, the Contractor may elect to correct
such deficient sections without additional compensation. Follow the requirements for repair in Subsection 10. If corrections are not made, then the price adjustment is based on the original contract unit price per ton of the asphalt modified according to Table 1 or Table 3, as applicable. Deduct as a lump sum the total amount of any reduction in payment from monies due.

4.3. Sections of roadway for which the IRI value is 81 (or 112 if Table 3 applies) inches per mile or above, as applicable, will be reviewed by the RCE on an individual basis. If the RCE determines that the section is unacceptable, remove the material and replace or overlay it subject to the approval of the RCE. Follow the requirements for repair in Subsection 9. Should the DCE determine that the material may remain in place and does not require an overlay or other corrective action, then a price adjustment will be assessed based on the applicable Schedule for Adjusted Payment. If corrections are not made, then the price adjustment is based on the original contract unit price per ton of the asphalt modified according to Table 1 or Table 3, as applicable. Deduct as a lump sum the total amount of any reduction in payment from monies due.

<table>
<thead>
<tr>
<th>Table 1. Schedule For Adjusted Payment – New Construction and Multiple Lift Overlay on Interstate and Limited Access Segments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment IRI (inches/mile)</td>
</tr>
<tr>
<td>---------------------------</td>
</tr>
<tr>
<td>Less than 39</td>
</tr>
<tr>
<td>39 – 43</td>
</tr>
<tr>
<td>44 – 65</td>
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<tr>
<td>66 – 70</td>
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<tr>
<td>71 – 75</td>
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<tr>
<td>76 – 80</td>
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<tr>
<td>Greater than 80</td>
</tr>
</tbody>
</table>

5. REQUIREMENTS FOR MULTIPLE LIFT RESURFACING PROJECTS

5.1. The requirements of this section apply to overlays of existing pavement with two or more asphalt lifts. A lift is defined as any asphalt mix applied at a specified contract application rate across the road segment.

5.2. Limited access segments that receive 2 lifts or more of asphalt will be tested in accordance with Subsection 4 with incentives and pay reductions assessed according to Table 1 regardless of the lift thicknesses. Limited access routes are defined as those listed in Table 2, Limited Access Routes.

<table>
<thead>
<tr>
<th>Table 2. Limited Access Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route</td>
</tr>
<tr>
<td>All routes designated as an interstate.</td>
</tr>
<tr>
<td>US 123</td>
</tr>
<tr>
<td>SC 277</td>
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<tr>
<td>SC 22</td>
</tr>
<tr>
<td>SC 31</td>
</tr>
</tbody>
</table>
5.3. For resurfacing projects entailing 2 or more lifts of asphalt on routes not given in Table 2, the requirement for new construction, as given in Subsection 4, apply with the schedule for adjusted payment shown in Table 3 in lieu of Table 1.

<table>
<thead>
<tr>
<th>Segment IRI (inches/mile)</th>
<th>Price Adjustment – Asphalt Final Riding Course</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 46</td>
<td>107%</td>
</tr>
<tr>
<td>46 – 54</td>
<td>105%</td>
</tr>
<tr>
<td>55 – 90</td>
<td>100%</td>
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<tr>
<td>91 – 95</td>
<td>95%</td>
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<tr>
<td>96 – 101</td>
<td>90%</td>
</tr>
<tr>
<td>102 – 106</td>
<td>85%</td>
</tr>
<tr>
<td>107 – 111</td>
<td>80%</td>
</tr>
<tr>
<td>Greater than 111</td>
<td>For each additional increment of 5 inches per mile of roughness above 111 inches per mile, reduce payment by an additional 10% from 80% if the DCE determines the material may remain in place.</td>
</tr>
</tbody>
</table>

6. REQUIREMENTS FOR RESURFACING PROJECTS OVER 150 PSY

6.1. The requirements of this section apply to overlays of existing pavement with a contract application rate of greater than 150 psy. When a resurfacing project involves two or more uniform asphalt lifts, the requirements for new pavement, as given in Subsection 4, apply. However, the rideability requirements as shown in Table 3 apply in lieu of Table 1, except for segments that are on interstate and limited access routes for which Table 1 applies. For single lift overlays, except OGFC, of existing pavement with a contract application rate of greater than 150 psy, all incentives and pay reductions will otherwise be assessed according to this Subsection. If the overlay is OGFC, then the requirements of Table 4 apply without regard to number and thickness of lifts.

<table>
<thead>
<tr>
<th>Segment IRI (inches/mile)</th>
<th>Price Adjustment – Asphalt Final Riding Course</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 31</td>
<td>107%</td>
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<tr>
<td>31 – 36</td>
<td>105%</td>
</tr>
<tr>
<td>37 – 57</td>
<td>100%</td>
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<td>58 – 63</td>
<td>95%</td>
</tr>
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<td>64 – 68</td>
<td>90%</td>
</tr>
<tr>
<td>69 – 73</td>
<td>80%</td>
</tr>
<tr>
<td>Greater than 73</td>
<td>For each additional increment of 5 inches per mile of roughness above 73 inches per mile, reduce payment by an additional 10% from 80% if the DCE determines the material may remain in place.</td>
</tr>
</tbody>
</table>

6.2. Where applicable, the existing pavement will be tested by the Department in accordance with SC-T-125 or other method specified in the special provisions before any work is performed and then again on the finished surface. Payment for the final asphalt riding surface course will be made based on the improvement over the initial rideability for each 0.1 mile segment as shown in Table 6, Rideability Requirements for Resurfacing.
6.3. All pay adjustments apply only to the course of asphalt that will constitute the final riding surface. The asphalt mix tonnage subject to adjustment is based on the original plan quantity for the asphalt as shown on the typical section. The total amount of any reduction in payment is deducted as a lump sum from monies due. Where measurements on the finished surface exceeds the repair threshold limit for the corresponding initial roughness as given in the column titled “Repair” in Table 6, the Department, at the discretion of the DCE, may require corrective action or elect to apply a pay reduction to the asphalt final riding surface course in lieu of correction.

6.4. If the Department elects to require correction, correct such sections without additional compensation such that the finished surface has an acceptable rideability. Follow the requirements for repair in Subsection 10. Final rideability is considered acceptable when the repaired segment has a rideability value less than or equal to that shown in the “Repair” column. Segments requiring repair prior to acceptance are not eligible for payment in excess of 100%, however a 5% pay reduction will be applied if the post-repair rideability is in the range shown as “95%” in Table 6.

6.5. If the Department elects to apply a pay reduction as provided in Subsection 6.3, then the payment for asphalt tonnage for that segment will be made at 95% of the bid unit price minus an additional 2% for each inch per mile of roughness up to 20 inches per mile above the rideability value given in the “Repair” column of Table 6. For each additional inch of roughness per mile greater than the “Repair” value plus 20 inches per mile, an additional reduction of 4% per inch will apply. If the final rideability is 34 inches per mile or more above the repair threshold, the section would be accepted without pay for the material subject to reduction.

| Example 1: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 139 inches per mile, which is 1 inch per mile above the repair threshold. Payment for the section would be (95% - (2% x 1 inch)) = 93% of the bid unit price for the surface lift. |
| Example 2: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 158 inches per mile, which is 20 inches per mile above the repair threshold. Payment for the section would be (95% - (2% x 20 inches)) = 55% of the bid unit price for the surface lift. |
| Example 3: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 159 inches per mile, which is 21 inches per mile above the repair threshold. Payment for the section would be (95% - (2% x 20 inches) – (4% x 1 inch)) = 51% of the bid unit price for the surface lift. |
| Example 4: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 172 inches per mile, which is 34 inches per mile above the repair threshold. The ASPHALT final riding course for the segment would be accepted without pay. |
7. REQUIREMENTS FOR SINGLE LIFT OVERLAYS LESS THAN OR EQUAL TO 150 PSY

7.1. The requirements for this section apply to overlays with a contract application rate less than or equal to 150 psy, except for OGFC. If the overlay is OGFC, then the requirements of Table 4 apply.

7.2. Where applicable, the existing pavement will be tested by the Department in accordance with SC-T-125 or other method specified in the special provisions before any work is performed and then again on the finished surface. Payment for the final asphalt riding surface course will be made based on the change in final rideability over the initial rideability for each 0.1 mile segment.

7.3. For overlays where this subsection applies and the initial ride is 142 inches per mile or less, full payment is made if the final rideability is less than or equal to the initial rideability.

7.4. For overlays where this subsection applies and the initial ride is greater than 142 inches per mile and less than or equal to 157 inches per mile, full payment is made if the final rideability is less than or equal to 142 inches per mile.

7.5. For overlays where this subsection applies and the initial ride is greater than 158 inches per mile, full payment is made if the final rideability is less than or equal to the initial rideability times 0.9, rounded up to the nearest whole number.

7.6. The repair threshold for a segment is 1.1 times the full payment rideability value rounded up to the nearest whole number.

7.7. If the final ride for a segment is greater than the full-payment rideability, but less than or equal to the repair threshold, payment on the asphalt final riding surface for that segment is made at 95% of the unit bid price.

7.8. If the final ride for a segment is greater than the repair threshold, the Department, at the discretion of the DCE, may elect to require repairs to correct the rideability or apply a pay reduction.

7.9. If the Department elects to require correction, correct such sections without additional compensation such that the finished surface has an acceptable rideability. Follow the requirements for repair in Subsection 10. Final rideability is considered acceptable when the repaired segment has a rideability value less than or equal to the repair threshold. A 5% pay reduction will be applied if the post-repair rideability is in the range given in Subsection 7.7.

7.10. If the Department elects to apply a pay reduction, then payment for asphalt mixture quantity for that segment will be made as given in Section 6.5, except that the repair threshold is determined as given in Section 7.6.
8. REQUIREMENTS FOR RECLAMATION PROJECTS

8.1. The requirements for this section apply to segments where the existing pavement has been reclaimed in accordance with Section 306 of the Standard Specifications, including any applicable Special Provisions, Supplemental Specifications, or other addenda, prior to overlay with asphalt or bituminous surfacing.

8.2. If the reclamation is being overlaid with a single lift of asphalt surface, ensure that the final rideability is 133 inches per mile or less. All incentive and pay reductions will follow Subsection 6 of this specification for a pre-overlay rideability of 286 inches per mile, regardless of asphalt thickness of the single lift.

8.3. If the reclamation is being overlaid with multiple uniform lifts of asphalt, then ensure that the rideability meets the requirements for new construction as given in Subsection 4 of this specification except that the rideability requirements are as shown Table 3, instead of Table 1. All incentives and pay reductions will otherwise be assessed according to Subsection 5.

9. REQUIREMENTS FOR SURFACE PLANING (MICRO-MILLING)

9.1. A 1156 foot test section will be constructed as per Section 4.1 of Special Provision titled Surface Planing of Asphalt Pavement. The test section will be tested by the Department for rideability following Subsection 9.4 The maximum acceptable rideability is 78 inches per mile for each 0.1 mile segment. The first and last 50 feet of the test section will not be included in the two 0.1 mile segments. The RCE will provide the SCDOT Office of Materials and Research with at least three business days of notice prior to the need of rideability testing.

9.2. If rideability is not met on this section, do no further work and provide a written plan of action to the RCE detailing what steps will be taken to improve operations. The RCE may require corrective action to the test section prior to acceptance or accept the test section as is. Once the plan has been approved by the RCE, construct a second test section at a different location from the first. If the second test section meets the requirements and is approved by the RCE, continuous milling may commence. If the second test section fails to meet the requirements, continue to construct test 1156 foot sections until satisfactory results are achieved.

9.3. The Department will test and accept the milled surface for rideability as given in Subsections 9.4 through 9.6. The Adjusted Schedule of Payment given in Table 5 below will apply to the contract unit price for the micro-milling as given in Subsection 6 of the Micro-Milling special provision.

9.4. Testing

9.4.1. When existing Asphalt Pavement is milled as a means to improve the rideability and surface characteristics, the pavement is tested according to SC-T-125, however SC-T-125 is modified such that the IRI measured for each wheelpath is averaged and the average value is reported for the section. The section will be tested with the profiler three times and the three IRI values are averaged to determine the overall IRI for the section. The testing will be performed by the Department’s Pavement Evaluation Unit after all grinding
operations are complete if the pavement meets the requirements of Subsection 4.2. The International Roughness Index (IRI) is reported in inches per mile in 0.1-mile nominal lots.

9.5. **Rideability**

9.5.1. The pavement is considered acceptable if the IRI roughness is 87 inches per mile or less after grinding operations are complete unless otherwise specified in the Special Provisions. Based on the measured roughness, the contract unit price for Grinding and Texturing Existing Pavement is adjusted according to Table 5, shown below.

<table>
<thead>
<tr>
<th>IRI Roughness (inches/mile)</th>
<th>Adjusted Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than or equal to 48</td>
<td>125%</td>
</tr>
<tr>
<td>49 - 62</td>
<td>110%</td>
</tr>
<tr>
<td>63 - 78</td>
<td>100%</td>
</tr>
<tr>
<td>79 - 87</td>
<td>90%</td>
</tr>
<tr>
<td>Greater than 87</td>
<td>Corrective Action Required</td>
</tr>
</tbody>
</table>

9.6. **Further Corrective Action**

9.6.1. In the event that the initial IRI of the ground surface is greater than 87 inches per mile, perform further work on the pavement such that the IRI is reduced to 87 inches per mile or less at no expense to the Department. Additional remedial work may also be optionally conducted at lower initial IRI roughness levels. Prior to any corrective action, submit a written remediation plan to the RCE for approval. Conduct no corrective work until the RCE has approved the written plan. If the initial IRI roughness is less than 79 inches per mile, the Department reserves the right to reject any additional corrective work if, in the Department’s opinion, additional work will be detrimental to the pavement or reduce the pavement thickness excessively. The final adjusted unit price for Grinding and Texturing Existing Pavement is determined based on Table 5 and the IRI measured after corrective action is applied.

10. **REQUIREMENTS FOR REPAIR**

10.1. This section covers the requirements for the repairs of surface deficiencies elected by either the Contractor or Department, as applicable.

10.2. Obtain written approval of the RCE for the method of correcting the surface deficiencies; however under no circumstances shall the pavement be subject to an artificial heat source over 175°F. If repairs consist of patching, then ensure that the patches are the full width of the lane. Also, when patches are less than 250 feet apart, combine the patches into one continuous patch, unless otherwise directed by the RCE.

10.3. The RCE may withhold payment for the asphalt (or portion thereof) until the deficiencies have been corrected, and the surface is re-tested and provides an acceptably smooth ride.
10.4. No more than 100% of the contract unit price will be paid for sections where corrective work has been made.
New Construction or Overlay?

OGFC?

Single or Multiple Lifts?

Reclamation?

Greater Than 142 psy?

Initial Ride 142 in/mile or Less?

Initial Ride 157 in/mile or Less?

Table 6 Applies.

Final Ride Must Be No Worse Than the Initial.

Final Ride Must Be 90% of Initial or Better.

Final Ride Must Be 142 in/mile or Better.

Table 3 Applies.

Directly Tied to Existing Pavement?

Two or More Lifts on Existing?

Interstate Route or Route Listed in Table 2?

Table 1 Applies.

Table 4 Applies.

SC-M-403 Does Not Apply.

Final Ride Must Be 142 in/mile or Better.

Final Ride Must Be No Worse Than the Initial.

Figure 1. - Guidelines for SC-M-403 Application for Testable Segments.
<table>
<thead>
<tr>
<th>Initial Ride</th>
<th>107%</th>
<th>105%</th>
<th>100%</th>
<th>95%</th>
<th>Repair</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>&lt; 45</td>
<td>45 - 55</td>
<td>56 - 80</td>
<td>81 - 86</td>
<td>&gt; 86</td>
</tr>
<tr>
<td>58</td>
<td>&lt; 45</td>
<td>45 - 55</td>
<td>56 - 80</td>
<td>81 - 86</td>
<td>&gt; 86</td>
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<td>81 - 86</td>
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<td>81 - 90</td>
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