



Florida Department of Transportation

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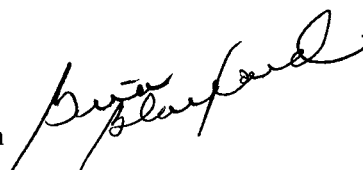
STEPHANIE KOPELOUSOS
INTERIM SECRETARY

June 28, 2007

This Memo Has Expired

DCE MEMORANDUM NO: 11-07
(FHWA APPROVED: 6-28-07)

TO: DISTRICT CONSTRUCTION ENGINEERS

FROM: Brian Blanchard, Director, Office of Construction 

COPIES: District Bituminous Engineers, David Sadler, Jim Musselman, David Wang, Greg Schiess(FHWA), Jim Warren(ACA)

SUBJECT: TEST SPECIFICATION SECTION 330-12.4.6.3 JOINT SMOOTHNESS REQUIREMENTS

A copy of the test Specification Section 330-12.4.6.3 Joint Smoothness Requirements is attached for your use.

Prior to a statewide implementation of this incentive joint smoothness specification, the Asphalt Smoothness Committee would like to try one or two pilot projects in each District to evaluate the effectiveness of this test specification. This Specification can be used upon request by the DCE on the ongoing project by Supplemental Agreement (SA). The DCE shall request approval from the State Construction Office to use this specification. The pilot project shall be high-speed roadways where the design speed is equal to or greater than 50 miles per hour and has at least one bridge.

Please submit the projects on which you want to use this specification by June 29, 2007.

If the Districts want to use this specification on projects that have not been let, the DCE would need to coordinate the use of this specification with its District Specification Office who will coordinate with Central Office.

In order to evaluate the performance of the pilot projects, please provide the project FIN. I. D. No. to my office for our approval. If you have any questions, please contact David Wang at (850) 414-4152.

BB/dw
Attachment

**SURFACE REQUIREMENTS OF JOINTS
(REV 06-4-07)**

ARTICLE 330-12 is expanded by the following:

330-12.4.6.3 Joint Smoothness Requirements: For all transverse pavement joints for high-speed roadways where the design speed is equal to or greater than 50 miles per hour, at the beginning and end of the project and at the beginning and end of all bridge structures, straightedge the friction course layer with a rolling straightedge in accordance with FM 5-509. Place the rolling straightedge on the new pavement parallel to the centerline along the wheel path of each lane (2 feet from each longitudinal edge). Locate the front wheel of the rolling straightedge 42.5 feet from the joint or project end with the body of the rolling straightedge extending away from the joint. Pull the rolling straightedge across the joint, stopping when the front wheel is 8 feet onto the old pavement or bridge deck. Repeat the process for both wheel paths in each lane. Record all deficiencies in excess of 3/8 inch during the straightedging operation for each wheel path.

330-12.4.6.3.1 Joint Smoothness Acceptance Criteria: The joint smoothness and acceptance criteria are shown in Table 330-5:

Table 330-5 Joint Smoothness and Acceptance Criteria	
Smoothness	Acceptance Criteria
All deficiencies of both wheel paths at each lane $\leq 3/16$ inch	Acceptance with incentive payment at \$1000.00 per joint per lane
$3/16$ inch < Deficiency of any wheel path at each lane $\leq 3/8$ inch	Acceptance with no deduction
Deficiency of any wheel path at each lane > $3/8$ inch	Remove and replace in accordance with 330-12.5.1 at no cost to the Department

The incentive payment will be based only on the initial measured smoothness value, after placement of the friction course but prior to any corrective work.

The Engineer may waive the joint acceptance criteria if the deficiencies are caused by factors beyond the control of the Contractor. Where the Engineer waives the joint acceptance criteria neither the incentive payment nor the pavement removal requirements will apply.

The maximum payment for joint smoothness will be limited to 3 percent of the original Contract amount. The joint smoothness incentive payment is calculated by using the following equation:

The total joint smoothness payment = (Total Number of Qualified Joints) x \$1000.00

PAVEMENT JOINTS TEST RESULTS

District:	Project No.	Rd. No.:				County:						
Bridge Description	L3		L2		L1		R1		R2		R3	
	L	R	L	R	L	R	L	R	L	R	L	R

Down-station
Up-station

Down-station
Up-station

Down-station
Up-station

Down-station
Up-station

Down-station
Up-station

Down-station
Up-station

Project Ends South/East End
 North/West End

Total Number of Joints Qualified for Bonus:

Total Dollar Amount of Bonus:

Name of the Contractor:

QC Technician:

VT Technician:

Remarks: L: Deficiency at Left Wheel Path. R: Deficiency at Right Wheel Path.